

HOW FAR CAN YOU GO?  
CUSTOMIZING STANDARD BUILD

# ShowBoats

INTERNATIONAL



plus  
BENETTI'S  
213-foot  
*Seanna*

Newcastle in a new league  
**180-foot** HARBOUR  
**ISLAND**

**3** SPORTY,  
SPEEDY 90+  
FOOTERS

## ECO-POWER

- ▶ Next-generation hybrid systems
- ▶ Cleaner and greener nanotechnology



JAY INTERNATIONAL MEDIA PUBLICATION



Come see and experience the business concept that lured auto magnate John Rosatti into the franchise world.



# WORK SMART. PLAY HARD.

You work hard for what you have, and understand the value of a dollar. So how can you keep expanding your business portfolio without adding more hours to your already packed workload? Introducing BurgerFi, the hottest franchising opportunity on the market today, now with over 100 locations opening across the nation. BurgerFi was created not only to help you capitalize on the growing popularity of upscale hamburger restaurants, but to allow you to do so as easily as possible, leveraging mobile management technology that allows BurgerFi owners to track and manage their locations in real-time, including live video feeds, up-to-the-minute sales figures, bank deposit information, and even details such as how many orders of burgers and fries were sold in the last 15 minutes - all from a mobile device. This means you can manage your BurgerFi from anywhere in the world.

BurgerFi International, LLC., a Florida-based franchise group, is now offering the ideal investment vehicle for those who want to keep a close eye on their business, yet who don't wish to be chained to it. As a successful business person, BurgerFi may be an investment opportunity that's perfect for you. Besides naturally delicious burgers, fries, onion rings and dogs, BurgerFi offers an exclusive line of fresh desserts and custards, fine wines and craft beers.

TO LEARN WHY BURGERFI IS THE HOTTEST, MOST TALKED ABOUT FRANCHISE OPPORTUNITY IN THE COUNTRY, VISIT [WWW.BURGERFI.COM](http://WWW.BURGERFI.COM) OR CALL 855.728.7437. EXCLUSIVE TERRITORIES ARE GOING FAST, WITH FLORIDA, THE CAROLINAS, TEXAS AND CALIFORNIA ALREADY IN MULTI-UNIT DEVELOPMENT - SO LOCK YOUR'S IN TODAY.

 **BURGERFI**

NATURAL BURGERS • FRIES • DOGS • CUSTARD • CRAFT BEERS • WINE

INQUIRIES: 855-728-7437 | [BURGERFI.COM](http://BURGERFI.COM)



For those who know the meaning of true private luxury.

Oil Nut Bay is an intimate community in a very private corner of the British Virgin Islands, where the spirit of the Caribbean comes alive like never before. With the Beach Club now open, owners and guests can enjoy a variety of luxury amenities amid the beauty that only the BVI can offer. Oil Nut Bay now offers you the opportunity to experience a style of living and home ownership that has not been available until now. Come...experience the idyllic spirit of the Caribbean's most exclusive stretch of paradise.

Homesites from \$2,000,000 USD.

---

Oil Nut Bay – British Virgin Islands – [www.oilnutbay.com](http://www.oilnutbay.com) – 248-364-2400





WorldMags



Your new home.



YCCS MARINA

Yacht Club Costa Smeralda  
Virgin Gorda

The Caribbean's most exclusive yacht club welcomes you.

Nestled in the serene protected waters of North Sound, Virgin Gorda, there awaits a welcome unequalled in the Caribbean for sailors and their guests. Yacht Club Costa Smeralda has set a new standard in mega yacht marina design. Our luxury clubhouse and state-of-the-art marina are now open to members and visitors from across the globe. Discover this pristine, deepwater sanctuary in the British Virgin Islands, a place where the grand tradition of yachting is celebrated throughout the year. Where we permit the earth and the sea to produce beauty and joy.

Exclusive Berthing Memberships are available.



# WorldMags

THE FIRST AMELS 199 HULL UNVEILED:

"I am so pleased with her,  
she looks like nothing else!"

*Tom Haywood*



**AMELS**

THE ART OF YACHT BUILDING

[www.amels-holland.com](http://www.amels-holland.com)

Discover the first exciting images:  
[www.amels199.com](http://www.amels199.com)



Member of the DAMEN SHIPYARDS GROUP



## THE YACHTS

### **SANLORENZO SL94**

An Italian beauty shows off her builder's made-to-measure customization in the U.S. debut of its newest model. *page 34*

### **MANGUSTA 92**

This Italian express has gotten an American makeover. What hasn't changed is her roaring 40-knot speed. *page 38*

### **SUNSEEKER 28M**

Owner input inspired Sunseeker's latest line, which skillfully blends its Yacht and Predator model ranges. *page 42*

### **HARBOUR ISLAND**

With this no-compromise 180-foot build, Newcastle enters the big leagues of big yacht builders. *page 46*

# 58

**SEANNA** Designed for the owners' personal tastes, this custom Benetti will equally satisfy select charter guests.



PHOTO BY ALEXIS ANDREWS

may 2012



## contents

**SPECIAL FOCUS: ECO-TECHNOLOGY****MANIPULATING MOLECULES**

The next "big" technological advance is actually the smallest. Nanoparticles are primed to shake up yachting, from paint to construction. *page 76*

**POWERFUL TECHNOLOGY**

Hybrid power is gaining more momentum on the road than on the water, but new advances are expanding its appeal for yachts. *page 80*

**EXCLUSIVE FEATURES****DESIGN FOCUS: PUMP IT UP**

Given its importance for charter yachts, gyms on board need to live up to their full potential—and guest expectations. *page 30*

**DEGREES OF CUSTOMIZATION**

As production builders add options and custom builders increase build efficiencies, the line between custom, semi-custom and production yachts is blurring. *page 70*

**DESTINATION: NATURE IMMERSION**

From orca sightings to sipping drinks chilled with glacial ice, *Shogun*'s guests encounter Southeast Alaska's natural wonders. *page 84*

**CARIBBEAN R&R**

View insiders' coverage of the event that opens the Caribbean superyacht racing season and invites motor yacht owners along for the ultimate celebration of yachting. *page 100*

**OWNER'S INTEREST: CARBON OFFSETTING**

Is carbon offsetting in the yachting industry just a fad or the eco-friendly way of the future? *page 108*



*on the cover*  
Harbour Island's  
shallow-water draft  
makes her ideal for  
cruising off Norman's  
Cay in The Bahamas.  
Photo by Jim  
Raycroft

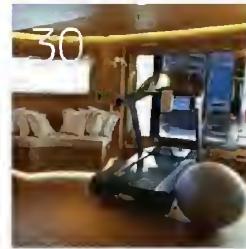
may 2012



100

IN EVERY ISSUE

Editor's Letter	12
Contributors	14
inSIGHT: News	18
Events Calendar	93
Event News	94
Charter News	111
Brokerage News	115
Snapshot	156



84



CHRISTOPHE CLARET



BACCARA

PICCIONES' - 24659 Cedar Rd., Lyndhurst, OH 44124 - Tel: 216-382-7011

PROVIDENT JEWELRY - 828 W. Indiantown Rd., Jupiter, FL 33458 - Tel: 561-747-4449

WYNN & CO. JEWELRY - Wynn Las Vegas, 3131 Las Vegas Blvd South, Las Vegas, NV 89109 - Tel: 702-770-3520

alen tender | 42' 52'

Tailored for you

WorldMags

www.dailystock.de - Photos: Michael Clarke



More? [www.alenyacht.com](http://www.alenyacht.com)

Alen tender 42: LOA 12.91 m / 42' 4" • Beam 3.65 m / 12' • Draft 0.70 m / 2' 4"

Displacement 7 tons • Fuel tank capacity 1 000 l / 264 US Gal • Fresh water tank capacity 300 l / 79 US Gal • Engines 2 x 440 hp • Speed max: 34 knots.

 alen yacht  
A step further

## PUBLISHER

**Tony Harris**, [tony.harris@boatinternationalmedia.com](mailto:tony.harris@boatinternationalmedia.com)

## EDITORIAL DIRECTOR-USA

**Marilyn Mower**, [marilyn.mower@boatinternationalmedia.com](mailto:marilyn.mower@boatinternationalmedia.com)

## EDITORIAL

Editor: **Kate Lardy**, [kate.lardy@showboats.com](mailto:kate.lardy@showboats.com)

Managing Editor: **Danielle Aragon Cabrera**, [danielle.aragon@showboats.com](mailto:danielle.aragon@showboats.com)

Senior Editor: **Risa Merl**, [risa.merl@showboats.com](mailto:risa.merl@showboats.com)

Brokerage News Editor: **Malcolm Maclean**, [malcolm.maclean@boatinternationalmedia.com](mailto:malcolm.maclean@boatinternationalmedia.com)

Contributing Editors: **Rebecca Cahilly**, [rebecca.cahilly@boatinternationalmedia.com](mailto:rebecca.cahilly@boatinternationalmedia.com)

**Mark Masciarotte**, [mark.masciarotte@showboats.com](mailto:mark.masciarotte@showboats.com)

## ART

Art Director: **Richard Taranto**, [richard.taranto@showboats.com](mailto:richard.taranto@showboats.com)

Graphic Designers: **Cheri Betz, Maciel Vargas**

## CONTRIBUTORS

Bill Ando, Alexis Andrews, Louisa Beckett, Richard Boggs, Carlo Borlenghi, Jeff Brown/Superyacht Media, Chris Caswell, Bugsy Gedlek, Tom Isitt, Shaw McCutcheon, Raphael Montigneaux, Sharon Rankin, Jim Raycroft, Kelly Sanford, Mark Sims, Caroline White

## PRODUCTION

Production Manager: **Tim Hartney**, [tim.hartney@boatinternationalmedia.com](mailto:tim.hartney@boatinternationalmedia.com)

## FOR REPRINTS, WEB USAGE, AND OTHER PERMISSIONS

**Tim Hartney**, [tim.hartney@boatinternationalmedia.com](mailto:tim.hartney@boatinternationalmedia.com)

## SISTER PUBLICATIONS

Boat International | Boat International Brazil | Boat International China  
Boat International Russia | Dockwalk | Meer & Yachten (Germany) | Mer & Bateaux (France)

## SUBSCRIPTIONS

One year subscription (10 issues) in the U.S. \$25.95

One year subscription to international address \$75.00

To subscribe, call toll free: (866) 213-4676, Direct: (845) 267-3036; Fax: (845) 267-3478

Address changes: ShowBoats International, P.O. Box 28, Congers, NY 10920

Email: [showboats@cambewest.com](mailto:showboats@cambewest.com), [www.showboats.com](http://www.showboats.com)

Single issues available on your iPad or iPhone at \$1 per edition via iTunes

## SHOWBOATS INTERNATIONAL

101 NE 3<sup>rd</sup> Avenue, Suite 1220, Fort Lauderdale, FL 33301 U.S.  
Tel: (954) 522-2628, Fax: (954) 522-2240  
[www.showboats.com](http://www.showboats.com)

## PUBLISHED BY

### BOAT INTERNATIONAL MEDIA

41-47 Hartfield Road, London, UK SW19 3RQ  
Tel: +44 (0) 20 8545 9330  
Fax: +44 (0) 20 8545 9333  
[www.boatinternationalmedia.com](http://www.boatinternationalmedia.com)



ARCHITECTURE  
INTERIOR  
YACHT DESIGN  
Klepperheide 22  
6651 KM - Druten  
The Netherlands  
Tel: +31 (0) 487 51 88 88  
[omega@omega-architects.com](mailto:omega@omega-architects.com)

DELIVERY 2014

[www.omega-architects.com](http://www.omega-architects.com)

**NOMINATION**

**DELIVERY 2015**

**NOMINATED DESIGN**

**DELIVERY 2013**



WorldMags  
.net

ShowBoats  
INTERNATIONAL

Pioneer Linens

Established 1912

Luxury linens for yachts & estates



Anytime | Anywhere  
954.990.4842 | LetsTalkLinens.com



Worldwide Shipping

**ADVERTISING SALES**

Fort Lauderdale Office

Tel: (954) 522-2628

Associate Publisher: **Ben Farnborough**,

ben.farnborough@boatinternationalmedia.com

National Account Manager: **Tanya deZanger**,

tanya.dezanger@boatinternationalmedia.com

Charter & Brokerage Account Manager: **Camby Czuplak**,

camby.czuplak@boatinternationalmedia.com

Business Development Manager - Luxury: **Kimberly Gonzales**,

kimberly.gonzales@boatinternationalmedia.com

Office Manager: **Mary Gurski**, mary.gurski@showboats.com

**ADVERTISING SALES**

London Office

Tel: +44 (0) 20 8545 9330

Sales Director: **Jeremy Roche**, jeremy.roche@boatinternationalmedia.com

Events & Luxury Sales Manager: **Luca Vasile**, luca.vasile@boatinternationalmedia.com

U.K., Benelux, Scandinavia: **Brian Lynch**, brian.lynch@boatinternationalmedia.com

Eastern Med, Middle East and Eastern Europe:

**Nick Dawes**, nick.dawes@boatinternationalmedia.com

France, Monaco: **Lionel Richard**, lionel.richard@boatinternationalmedia.com

Australia, New Zealand, Far East:

**Pippa Johnson**, pippa.johnson@boatinternationalmedia.com

U.K.: **Krystyna Ledochowska**, krystyna.ledochowska@boatinternationalmedia.com

**MARKETING/EVENTS**

Tel: +44 (0) 20 8545 9330

Event Operations Manager: **Rachel Alcock**,

rachel.alcock@boatinternationalmedia.com

Marketing & Events Coordinator: **Holly Lunn**,

holly.lunn@boatinternationalmedia.com

Events Executive: **Alexis Davis**,

alexis.davis@boatinternationalmedia.com

Sales & Events Executive: **Guglielmo Carrozzo**,

guglielmo.carrozzo@boatinternationalmedia.com

**BOAT INTERNATIONAL MEDIA, LTD.**

Chief Executive Officer/Publisher: **Tony Harris**,

tony.harris@boatinternationalmedia.com

Publishing Director: **Tony Euden**,

tony.euden@boatinternationalmedia.com

Commercial Director: **Victoria Lister**,

victoria.lister@boatinternationalmedia.com

Digital Director: **Nick Martin**,

nick.martin@boatinternationalmedia.com

Accountant: **Mark Goulbourne**,

mark.goulbourne@integral2.net

ShowBoats International is owned by and is a trademark of Boat International Media, LTD.

41-47 Hartfield Road, London, UK SW19 3RQ

Tel: +44 (0) 20 8545 9330, Fax: +44 (0) 20 8545 9333, www.boatinternationalmedia.com

Printed in the United States

ShowBoats International accepts no liability for unsolicited manuscripts and photographs that are lost or damaged.



YOUR DESIGNED VOYAGE  
IMAGINE. DREAM. SEA.



TOGETHER ON A PERSONAL QUEST OF DISCOVERY



*Our state of the art design can take you to uncharted territory...  
places where others dare not, and cannot venture.*

[www.deltamarine.com](http://www.deltamarine.com)



## The Evolution of the Yacht Build

During the shortlisting process to determine the finalists for the ShowBoats Design Awards, I read this comment in a design statement from Ron Holland regarding the 10<sup>th</sup> yacht in Perini Navi's 56m series, *Fidelis*:

"From a designer point of view, the Perini 56m series has allowed a level of design development and fine tuning not possible with one-off custom yachts. Perini Navi clients have taken advantage of this, and I believe this is an important reason for the Perini 56m Series success."

*Fidelis* was built for an experienced owner who intended her for "intense family use" and to meet the requirements of a demanding charter market, i.e. someone who knew what he was doing. Franco Romani, Perini Navi's chief designer, goes on to say, "*Fidelis*...epitomizes all the improvements and experiences achieved in the design and construction of the previous units."

How can this be? A series boat more highly developed, more finely tuned than a custom yacht? Traditionally, the hierarchy of yacht projects puts series yachts below custom, falling within that vague and vast range of semi-custom or semi-production yachts, which slots in above production vessels. But why is that? After all, unique and successful don't always go hand in hand. Holland's statement is valid when you consider logic: Evolving a series does provide opportunity to perfect the details, making each launch more extraordinary.

Perhaps it's time for a paradigm shift.

Further complicating the nomenclature of the industry is the fact that production yachts appear to have ceased to exist, at least megayacht-size ones.

This issue originally had a production-yacht theme. Yet, as I was assigning an article about customizing production yachts, I would name a builder to contact, only to countermand myself, "No, wait, they're more custom than production..." This went on for a bit until I realized that not a single builder on my list could be considered a true production builder.

Instead we focus on degrees of customization allowed within this cadre of builders that fall firmly in the "semi-" category—some closer to custom, some closer to production—melding build efficiencies with personal statements.

We also look in depth at specific series yachts, 92-, 93- and 94-footers, which might make you think "production," but each shows high levels of customization; two, in fact, have been specifically adapted for the American market. One builder in particular says that on client request, it can and will change pretty much anything on board.

This mixing of custom and production isn't really surprising, though. We're living in the age of efficiency and value, whether by design or by necessity. It often just makes sense to align an owner's dreams with a builder's tooling.

It's also become a time of energy efficiency, leading us to this issue's second theme, the one colored green. We revisit the inescapable topic with the latest developments in eco-technology, a different type of efficiency but one also set to fundamentally change yachting.

Incidentally, *Fidelis* made the shortlist as a finalist for the ShowBoats Design Awards. View all the finalists on page 96 and join us in Monaco on June 22 for the big reveal.

*Kate Larey*



WorldMags

120

[oceanalexander.com](http://oceanalexander.com)

That yacht could change the whole industry.  
I have to get a look.

Ocean Alexander pairing up with Christensen  
to build a Marshall design?  
I can name a few people who should be paying  
some very serious attention to that.

There's an extra seat on my plane Tuesday.  
Want to join me?



See it before the rest of the world does.  
The new Ocean Alexander is ready for private viewing.  
Designed by Evan K. Marshall, built by Christensen.



OCEAN ALEXANDER®  
by *Christensen* *Evan K. Marshall*

SEATTLE, WA • FT. LAUDERDALE, FL • NEWPORT BEACH, CA • STURGEON BAY, WI  
800-244-3480 954-779-1905 800-940-3554 920-743-6526

# contributors



## Bill Ando

### ON LOCATION:

#### MIAMI BEACH, FLORIDA

This being the first Mangusta I have been asked to write about, I was pleasantly surprised when I learned about the company's attention to detail and its commitment not to core any of their yachts. The automatic sliders and quiet ride added to the experience. It's nice to know that after so many years of writing about yachts there is still the occasional pleasant surprise to be found. *page 38*



## Kelly Sanford

### ON LOCATION: SOUTHEAST ALASKA

*Shogun* has a young, affable and professional crew who have made the boat one of the most sought after charter yachts in the Pacific Coast fleet. When I was invited aboard for a weeklong passage in my summertime home of Southeast Alaska, I knew the experience would be amazing. I have been drawn to the midnight sun in Alaska for nearly two decades now, and I can think of no single week that could possibly rival the perfection of my week aboard *Shogun*. *page 84*



## Chris Caswell

### REPORTING FROM:

#### WEST PALM BEACH, FLORIDA

When I started buying boats, customization was limited to two interior colors: mauve and puce. Today, my fleet includes one completely production boat and one fully customized. Although, always an inveterate tinkerer, I estimate that every production yacht I have owned stayed that way for, oh, about 45 seconds. Go figure.... *page 70*



## Rebecca Cahilly

### REPORTING FROM:

#### FORT LAUDERDALE, FLORIDA

Whether you subscribe to the theory of global warming or not, there is no escaping the responsibility of becoming more efficient. The trend of carbon offset and its impact on the yachting industry brings up the importance of what can we be doing that is more efficient and will improve our and future generations' enjoyment of the sea? *page 108*



## Shaw McCutcheon

### ON LOCATION:

#### FORT LAUDERDALE, FLORIDA

It's refreshing to see a young yard like Newcastle grab some reins and charge into the mix. We've watched the company grow from a niche yard constructing expedition vessels into a builder of high-end megayachts. What impressed me was the way the company seemed to put quality ahead of profit on *Harbour Island*. It was a huge learning curve for them but raised Newcastle to a new level of skill and confidence. *page 46*



## Louisa Beckett

### ON LOCATION:

#### MIAMI BEACH, FLORIDA

It's a pleasure every time I get to tour a yacht with its interior designer—they provide such fascinating insights into their creative process. Marty A. Lowe, who designed the interior of the *Sanlorenzo SL94* I sea trialed, says she drew her inspiration from a piece of coral (now on display in the salon). "It's all about the texture," she said. "When I see people feeling things, I feel good." *page 34*



Discover A Higher Level Of Distinction  
Within Private Aviation

Light Jets | Midsize Jets | Super Mids | Heavy Jets | Jumbo Jets | Turbo Props | Helicopters  
On Demand Flight Missions | Customized Jet Cards | Elite Concierge Services  
Sales, Acquisition & Management

Contact · Christian David | Direct · 561.962.0125 | [christian@skynettag.com](mailto:christian@skynettag.com)  
Toll Free · 800.929.5387 (JETS) Ext. 103 | [www.skynettag.com](http://www.skynettag.com)

The Loro Piana Interiors collection offers a huge variety of fabrics and textures to decorate the interiors of boats and seaside homes. They include cottons and exclusive blends of the finest linen and cashmere, ideal to counter the dampness of marine environments. These fabrics meld top raw materials and the versatility of endless combinations to create personalised atmospheres with perfectly coordinated colours and patterns.



“LORO PIANA INTERIORS”

[www.loropiana.com](http://www.loropiana.com)

## PALUMBO'S ELECTRIC-POWERED YACHT

After garnering RINA Green Star Plus recognition for its first launch, the Columbus 177 motor yacht *Prima*, Italian builder Palumbo has taken the environmentally friendly initiative a step further with its new build, the Sport 130 Hybrid. Palumbo returned to Italy's Hydro Tec, the same team that worked on *Prima*, for the naval architecture, which is designed to "meld high technology with respect for the marine environment."

To reduce weight and therefore fuel consumption, both the superstructure and full-displacement hull will be constructed in aluminum. The diesel-electric engine system—which consists of two electric engines connected to the gearbox—highlights the 130's green ambition.

"The hybrid system can be useful for quiet night navigation," says Gianpaolo Lapenna of Palumbo's technical department. "[And thanks to] the quick mechanical answer of the electric engines, they can be very useful for maneuvering in port, thus having the main diesel engines turned off."

According to Lapenna, the 130 can reach a maximum speed of 7.5 knots

under electric power, and while under diesel power, electrical energy will be produced and stored. "A very important feature is the power generation during navigation; this reduces maintenance costs on the diesel generators and lowers fuel consumption," he says.

The yacht's owner has chosen Milan-based Hot Lab Yacht & Design for the interior. The owner's brief to Hot Lab calls for warm materials—such as sycamore, teak and marble—in soft colors, avoiding any harsh contrasts. Stainless steel, leather and luxurious fabrics will detail this design. The interior will be laid out with multiple convertible areas that can change depending on the number of guests on board.

In addition to her eco power, the 130 will comply with the latest IMO MARPOL regulations and will be equipped with a bilge water separator that is above her class requirements. [www.palumbo.it](http://www.palumbo.it); +39 081 200 227





PALUMBO'S ECO-CONSCIOUS 130-FOOT HYBRID YACHT WILL BURN JUST 13 GALLONS PER HOUR WHEN CRUISING AT 7.5 KNOTS.



ON THE



APP



#### MANGUSTA 92

Go beyond the yacht feature in this issue and see how this performance-driven yacht handles herself on the high seas.

#### PLANETSOLAR'S VOYAGE

View stunning video footage from *PlanetSolar*'s epic journey as the first yacht to travel around the world on just solar power.

#### SANLORENZO 94

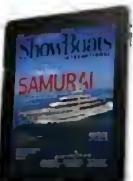
Get an insider's look at the Italian builder's latest—from design to build to delivery—through this in-depth video tour.

#### LORO PIANA CARIBBEAN SUPERYACHT REGATTA & RENDEZVOUS

The racing action was as fierce as the social agenda was opulent at the second annual Caribbean event. Get a bird's-eye view of the excitement on screen.

#### UPCOMING EVENTS

Next up on the calendar: the World Superyacht Awards, the Loro Piana Regatta and The Rendezvous in Monaco. Prepare by reviewing last year's highlights.



Available on iTunes/  
ShowBoats International



## MILITARY TECHNOLOGY INSPIRES ECO-FRIENDLY CMN DESIGN

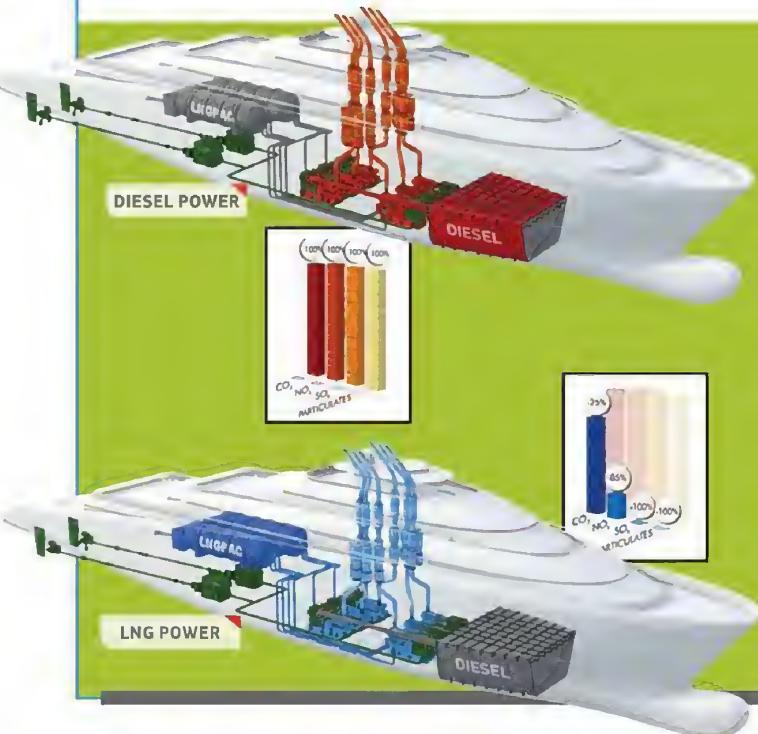
Tapping into knowledge and cutting-edge technology from its military division, French builder CMN introduces its 213-foot Project One concept. Developed by the builder's in-house design and engineering teams, the concept includes a hybrid engine that allows the captain to use economical electric motors for low speeds and diesel engines for high speeds.

"With a military ship, the idea is to be very silent when it goes close to the shore on a special mission," says Cyril Le Sourd, CMN sales and marketing manager. "So we have the idea of hybrid propulsion where your boat is going just six or seven knots, very silent. With a yacht, wouldn't it be nice to leave Monaco in the morning, when everyone is asleep, and go to Villefranche at six or seven knots, so no one is woken up? When you arrive you don't drop anchor, you use dynamic positioning. It's eco-friendly, you use less fuel and you do not disturb the ground with anchors." Project One will achieve a maximum speed of

16 knots with two 1,640kW diesel engines and six knots with the electric auxiliary motors.

The military division also developed the yacht's unusual mast technology. "The three domes rotate on a ring to prevent any shading from the central mast. You don't need to multiply the number of antennas—you always have good coverage, because they turn automatically following the satellite," says Le Sourd.

To maximize interior space without adding too many decks, the designers increased the beam and extended the waterline length. "The bow being vertical [allows] us to put more accommodations forward," says Le Sourd. "Many yachts are not full beam above the main deck, but the shape and design of this boat allowed us to go full beam on the bridge deck and sun deck. [www.cmnyacht.com](http://www.cmnyacht.com); +33 (0) 2 33 88 30 20  
- CAROLINE WHITE



### FINCANTIERI, PASTROVICH AND WÄRTSILÄ COLLABORATE ON LNG DUAL-FUEL YACHT CONCEPT

"Behind her elegant and luxurious looks, she hides all the features needed to explore each corner of the oceans, supported by very smart technology used to reduce fuel consumption and pollution," says designer Stefano Pastrovich of the 99-meter Xvintage. The 325-foot project's impetus came from the shipyard Fincantieri, which wanted to explore the reality of designing a private LNG (liquefied natural gas) yacht. It turned to Wärtsilä, whose dual-fuel engines are used in commercial applications, to design the propulsion system. Wärtsilä's 20DF compact engines use both diesel fuel and LNG, with the ability to automatically switch from one fuel mode to another without any loss in speed or power.

Pastrovich, who penned the exterior lines, general arrangement and interior design, envisioned a forward-thinking yacht that combines energy savings, exploration capabilities (including a large garage to carry multiple tenders), an enormous beach club and a long and narrow deckhouse that the designer says is inspired by the architecture of Frank Lloyd Wright. "My intention was to avoid the typical wedding cake effect of putting deck layers," he says. [www.fincantieriyachts.com](http://www.fincantieriyachts.com); +39 040 3193111. [www.pastrovich.com](http://www.pastrovich.com); +39 010 347 6351. [www.wartsila.com](http://www.wartsila.com)



Total Control at your Fingertips

**NAVnet**  
*touch*



FURUNO U.S.A., INC.

FURUNO (UK) LIMITED

FURUNO FRANCE S.A.S.

FURUNO ESPAÑA S.A.

FURUNO DANMARK A/S

FURUNO NORGE A/S

FURUNO SVERIGE AB

FURUNO FINLAND OY

FURUNO POLSKA z o.o.

FURUNO EURUS LLC

FURUNO DEUTSCHLAND GmbH

FURUNO HELLAS S.A.

FURUNO SHANGHAI CO., LTD.

[www.navnet.com](http://www.navnet.com)

# what's GREEN now

At the Miami International Boat Show, West Marine announced its Green Products of the Year and unveiled its picks for top innovative products, some of which also happen to be eco-chic.



ECO  
inSIGHT  
WorldMags  
.net

## ELECTRIC WHEELS

Eco-friendly and novel, West Marine named the G+ Mariner Folding Electric Bike as one of 2012's most innovative new products. Its patented aluminum frame folds to less than three square feet. Fabricated from aircraft-grade aluminum, it is designed for strength, portability and longevity and is rust and corrosion resistant. Its motor is controlled via a variable throttle, which allows riders to pedal or get assistance when their legs are tired. Priced at \$899 at West Marine.

[prodecotech.com](http://prodecotech.com)  
— STEVE DAVIS



## PROPANE POWER

Debuting to accolades, the LEHR propane outboard line won a West Marine Green Product of the Year award, a National Marine Manufacturers Association 2012 Innovation Award in the environmental category and an innovation award from Boating Writers International. According to LEHR, propane emits 60 to 70 percent fewer smog-producing hydrocarbons than gasoline when burned. It's also more efficient, providing more miles to the gallon. But perhaps its most compelling benefit for use aboard superyachts: You no longer have to store gas for the tender—just attach the same propane bottles used for the yacht's barbecue grill into the dedicated connector at the back of the outboard. Presently, the LEHR outboards can only power small inflatables, but the company announced it has larger models in development. The LEHR LP2.5 starts at \$999.99, while the LP5.0 starts at \$1,599.99. [www.golehr.com](http://www.golehr.com)

— LOUISA BECKETT

# 30K

THE NUMBER OF MILES THE 115-FOOT SWISS CATAMARAN MS TÜRANOR PLANET SOLAR WILL HAVE TRAVELED WHEN SHE ARRIVES IN MONACO ON MAY 4, COMPLETING HER AROUND-THE-WORLD JOURNEY ON SOLAR POWER ALONE.



## FIPA TO OFFER "GREEN LUXURY"

Italy's Fipa Group is developing a new line of Maiora yachts with hybrid propulsion. This technological investment is part of the builder's commitment to reduce the environmental impact of its builds and reduce energy consumption by 20 percent. The group began this process by first turning its attention to the interior of its yachts, choosing natural materials for furnishings, upholstery and insulation. [www.fipagroup.com](http://www.fipagroup.com)

→ **inBRIEF** ←  
ADDING TO ITS GREEN CREDENTIALS, MIAMI BEACH'S SUNSET HARBOUR YACHT CLUB REPLACED ITS DOCKS WITH 100% RECYCLABLE MATERIAL

SIMPLY IMPECCABLE



WorldMags



The new 65 metres Steel and Aluminium Benetti Custom Yacht.

[www.benettiyachts.it](http://www.benettiyachts.it)

*Benetti*  
ITALIAN EXCELLENCE SINCE 1873



## A RUGGED EXPLORER AND A SEXY FRENCH MOTOR YACHT: ANDREW WINCH DIVULGES TWO VERY DIFFERENT PROJECTS

NEWCASTLE 177



"This is the opposite of a look-at-me yacht," designer Andrew Winch says as he reveals the just-inked artist's impression of the 177-foot Newcastle expedition motor yacht in his London office. "When [the owner] is diving in the Philippines or Maldives, he doesn't want to attract attention, he'd rather people say, 'What's that ship over there?'"

The rendering depicts how the owner intends to use his new yacht: warm-water diving, motorcycle adventures and family cruising in far-flung destinations. She will have storage for six motorbikes and the tenders will be a motorcycle barge and diving RIB. The owner is well practiced in this adventurous yachting lifestyle thanks to time spent aboard his 100-foot explorer yacht by the same builder, Newcastle Shipyards of Florida. Vripack provided preliminary design and engineering and Newcastle has appointed Murray & Associates as the yard's engineer for the build.

The owner's brief called for simplicity and functionality; a zero-maintenance interior and exterior, plentiful accommodations and unseen crew, even in the galley as the owner's wife enjoys preparing meals. Winch describes the interior as "Thailand beach chic" brought to life in low-

► **inBRIEF** ◀  
BAGLIETTO WELCOMES A NEW MANAGING DIRECTOR, DIEGO MICHELE DEPRATI, FORMERLY MANAGING DIRECTOR OF MONDOMARINE.

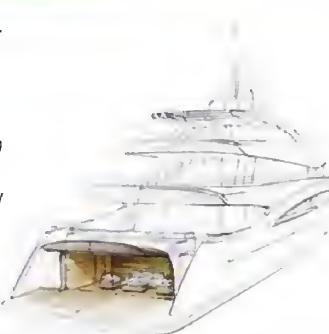


maintenance, damage-proof materials: Corian countertops, art set behind glass, ceramic basins, wood floors instead of carpets and satin finishes everywhere, including the door handles, chosen to negate the need to polish.

His next project takes a turn from go-anywhere-utility to sleek and sexy French styling as Winch resumes his 13-year relationship with French builder CMN for the Line 65 series. Inspired by the French Riviera of the 1960s and the lines of Citroën sports cars, the concept is an evolution of the CMN Line 60, which produced World Superyacht Award winners *Cloud 9* and *Slipstream*.

Winch and CMN took suggestions from charter guests and crew on how to improve upon the Line 60 for the next generation. "Everyone loved the circular, open dining room on the aft deck, but wanted more space behind it," Winch says. Other requests included an elevator, bigger spa, a beach club and more cabins with more versatile sleeping arrangements.

[www.andrew-winch-designs.co.uk](http://www.andrew-winch-designs.co.uk); +44 (0) 20 8392 8400



## DESIGNER Q&A

### What excites you about yacht design?

I love the sea. I could sit and look at it forever. But then I wouldn't get work done. Twenty percent of land area is reserves, but of the ocean, only one percent is reserves, and it's being absolutely raped. Bio-culture of the sea needs to be balanced. We think it's deep and it has a lot in it, but it's going to be nothing soon. Andrew Winch Designs are proud to be supporting the BLUE Marine

Foundation, a charity that aims to increase the area of ocean protected by marine reserves from one to 10 percent over the next 10 years.

### Where do you find inspiration?

I love fashion, history and architecture, whether visiting New York or Italy—an owner says, 'Let's do Deco New York industrial era.' The Chrysler building, the

Empire State—you have to immerse yourself in it. Also, nature. [The Fincantieri concept] Virage 88 was based on thinking of a pebble on the beach.

### You recently brought 3D imaging in house, what's next?

We have started a specific sailboat division, overseen by myself. Since Andrew Winch Designs started 26 years ago, we have delivered 32 sailing yachts, however, in recent years our clients have frequently commissioned us for the design and build of motor yachts. Currently, we are working on several sailing yachts including the 108-foot carbon composite sloop *Inoui*. We look forward to our dedicated sailing team reawakening the opportunity to design more sailing yachts. The 140-foot *Cyclos III* (our first sailing superyacht) has been sailed by the same owner for 25 years, numerous times around the world. I hope that's one of our signatures.



## BUILD COMMENCES ON EXTREME SAILING YACHT

The owners of the new 131-foot project Extreme didn't want to compromise on comfort when moving from a motor yacht to sail. Their brief to Netherlands-based naval architect Jaron Ginton included a large galley, permanent shaded areas on the aft deck, a separate entrance for crew accommodations, a steel hull, twin-engine power and exterior styling that expressed a unique identity. Most importantly, the owners placed a high priority on feeling connected to the sea and wanted an ample stern area for water activities.

"The stern became a state-of-the-art configuration with a portion of the aft deck that [raises and lowers] by means of a hydraulic scissor-lift mechanism," explains Ginton. "This 'scissor-lift deck' together with the transom door [opening 90 degrees] creates a swimming platform of about two-hundred-and-thirty-seven square

feet." Two large aluminum shell doors on either side also can serve as swim platforms and provide access to the personal watercraft, canoes and other water toys.

The salon and aft deck are on one level, creating a seamless space. Dutch group Guido de Groot Design styled the exterior furniture and interior. Large windows will pour light into the contemporary interior, which will feature quartz countertops, leather furnishings, oak walls and stained floors.

The 131-footer is being built by Mengi-Yay shipyard in Tuzla, Turkey. She will be built to MCA and RINA classification. Under management by Yacht Marine Ltd., the yacht is scheduled for spring 2013 delivery. [www.ginton.com](http://www.ginton.com); +31 (0) 23 54 21 985; [www.guidodegroot.com](http://www.guidodegroot.com); +31 (0) 71 56 63 040





## U.S. BUILDER REVEALS ITS NEW FLAGSHIP

"We want to use this as a design template to create a new generation of motor yachts," says Eric Cashion, marketing director for North Carolina-based Hatteras Yachts, about its new flagship design, which was unveiled at the Miami Yacht & Brokerage Show. "We've moved that DNA a step further, using our past as a foundation to look forward."

The 95 Raised Pilothouse has exterior styling by Team for Design – Enrico Gobbi, with layout and details by Hatteras' in-house team. The modern interpretation of Hatteras' classic style disguises sizeable interior volume. She will boast large-yacht features, including a grand side entrance, spiral staircase and optional on-deck master suite.

The hull retains Hatteras tradition. "We're leveraging geometry

we learned from working with Jack Hargrave," says Cashion. "We didn't want to change that, but we updated the sheer and bow stem—from there it's brand new."

Due to be completed in the summer of 2013, the 95 RPH offers purchase and operating costs suited to "the current mood of the market" and is designed as a tool to penetrate burgeoning markets, where smaller superyachts are proving popular. "The 80-footer has been a success, but some customers want to move up but don't want one hundred feet-plus," says Cashion. "They want minimal crew, easy maintenance and affordability. This is for the domestic market, and it is our global ambassador for China and South America." [www.hatterasyachts.com](http://www.hatterasyachts.com); (252) 633-3101

### A ROYAL WELCOME: GULF CRAFT LAUNCHES ITS LARGEST MAJESTY

In launching the tri-deck Majesty 135, Gulf Craft celebrates the arrival of its largest yacht to date. The U.A.E.-based yacht builder's line of Majesty Yachts now ranges from 44 to 135 feet. Engineering on the tri-deck yacht came from Gulf Craft's in-house engineers, YD Design of Italy and BMT Nigel Gee in the U.K.

The semi-custom 135-footer features zero-speed stabilizers for comfort and boasts large-yacht features, such as a central elevator. Her luxe interior has a bamboo veneer theme, gold-plated fittings and marble and granite throughout. Delivery is scheduled for April. [www.gulfcraftinc.com](http://www.gulfcraftinc.com); +971 6 7406060



## BROKERAGE HOUSE INTRODUCES NEW BUILD PROGRAM

Phil Friedman has been brought on to direct Florida-based Dwight Tracy & Friends' new megayacht construction program. The new build department will guide customers from initial concept to contract, through the entire build process and onto sea trials, delivery and follow-ups. Friedman, former CEO of Palmer Johnson Yachts, has 25 years of large-yacht construction and project management experience.

[www.dtfyachts.com](http://www.dtfyachts.com); (954) 767-0007

1K

THE LIFT CAPACITY IN TONNES OF HAKVOORT'S NEW SLIPWAY. THE NETHERLANDS YARD IS NOW CAPABLE OF BUILDING YACHTS UP TO 190 FEET LOA. FUTURE EXPANSION OF ITS SHEDS WILL INCREASE THE MAX LENGTH TO 207 FEET.

## A SUPPORT VESSEL FOR THE SMALLER SUPERYACHT

When David Hicks, one of the owners of yacht design group Arista Marine Group, set out to buy and refit an 18-year-old, 138-foot motor yacht, he instantly knew he'd want to remove the two tenders from the upper deck to free up the space for entertaining, and he began considering a support vessel. "He realized smaller yachts have a greater need for a shadow [boat] than the very large yachts, but having said that, someone who owns a ten- to twenty-million dollar yacht is unlikely to pay ten million dollars for a shadow," says Tim Jarman of Arista. "So, the idea for a 79-foot high-speed catamaran support vessel [priced at under three million euros] was born."

Arista's Phantom 24 catamaran delivers 2,260 square feet of deck storage, but with its beach club-style amenities the pocket-size superyacht support vessel is more than a place to stow tenders. There's easy access to the water, a small pool on the foredeck surrounded by sun loungers, a bar and small galley and an air-conditioned lounge belowdecks. The Phantom can be configured with additional staff accommodations and it can operate as a helipad. According to Jarman, Arista is currently in talks with two interested parties—one owner who is an avid diver and another who wants to bring along more toys for the grandkids. [www.aristamarinegroup.com](http://www.aristamarinegroup.com)



### GUNBOAT'S MOVE CREATES U.S. JOBS

After more than a decade of building in South Africa, the high-performance, high-end catamaran builder Gunboat is moving production state-side, opening a new yard in Wanchese, North Carolina, long known as the home of some of that state's one-off wood/epoxy sportfishermen. Gunboat

plans to invest more than \$1.8 million and create 71 jobs in the next three years. Construction of the 30,000-square-foot facility was made possible by a \$213,000 grant from the One North Carolina Fund, which has helped create more than 60,000 jobs since 2001.

All refit and servicing work

for existing Gunboats will take place at this yard, which is capable of building yachts more than 100 feet in length.

Gunboat has five orders for its 55—the first model to be constructed at the new yard. Currently in build, the new Gunboat 78 will come to the North Carolina facility for

finishing and all future 78s will be built there. She is scheduled to launch late 2013. Construction of the Gunboat 60s will remain at the company's other facility in China, where three are currently underway with the first to launch in June. [www.gunboat.com](http://www.gunboat.com); (401) 619-1055

### VICEM CELEBRATES 20<sup>TH</sup> ANNIVERSARY WITH LAUNCH OF VINTAGE LINE FLAGSHIP

Turkish builder Vicem Yachts extends its Vintage line with the launch of the 107 Cruiser. She's the big sister to the Vintage 82, which was launched in 2010. The 107 is the builder's largest launch to date and will remain the flagship until Vicem's Vulcan line of megayachts debuts; 46-meter and 35-meter tri-decks and a 32-meter raised pilothouse are in build with the 46-meter slated to be launched first.

Keeping with Vicem tradition, the 107 Cruiser boasts classic styling and is constructed in cold-molded mahogany. Vicem's in-house design team has given her exterior an update with a very high

bow for comfortable cruising. She features a 753-square-foot, hardtop-covered flybridge for outdoor entertaining, while her interior layout should appeal to the charter market with a full-beam master suite, two VIPs and two further guest staterooms. The semi-displacement 107 will be finished in time for summer delivery. [www.vicemyacht.com](http://www.vicemyacht.com); +90 (0) 216 394 0450

LOA: 106' 9" (32.5M)  
BEAM: 23' 11" (7.3M)  
DRAFT: 6' 3" (1.9M)  
DISPLACEMENT: 253,533 LBS  
POWER: 2 X 1,550-HP CATERPILLAR C32





## REFIT UPDATE: DISSECTING AND REBUILDING SURI

As we follow the refit of the 172-foot shadow boat *SuRi*, we see that a 36-foot extension is no small matter. In mid-February, *SuRi* underwent major surgery performed at Bay Ship & Yacht of Alameda, California, in collaboration with naval architects Kirilloff & Associates

of Green Cove Springs, Florida. Having already established a precision "cut line," dissecting the hull began on February 15. With a metallic popping sound and slight tremor felt throughout the vessel, the final bits of steel parted two days later, leaving *SuRi* in two pieces.

Within an hour, the aft section had been rolled back to make room for the new 36-foot mid-body hull section—that will contain two more en suite staterooms and a tender bay—which was previously constructed at Bay Ship. Lifted off of the yard trailer and onto a waiting rolling frame, the massive mid-body section was coaxed into position with a series of hydraulic jacks artfully controlled by the Trost Company of Concord, California, and a crane that lifted the 50-ton superstructure into place. The process of critically aligning the three sections will take days of tweaking and measuring and more tweaking before the welding can begin. But with the three sections of hull rolled into approximate position, it gives a first glimpse of what the new 208-foot *SuRi* will look like when she steams away in June 2012. [www.bay-ship.com](http://www.bay-ship.com); (510) 337-9122  
- JIM RAYCROFT

## NATION TAKES NOTICE AS FLORIDA'S TAX CAP GENERATES MORE REVENUE THAN PREDICTED

Paying a six percent sales-and-use tax on the full value of all boats sold and delivered in Florida was the reality for yacht owners before the Maritime Full Employment Act was signed into law in July 2010. Statistics showed that more than 60 percent of buyers of boats sold by Florida brokers were registering and operating outside of Florida in order to legally avoid paying the state's sales tax. Florida's \$18 billion marine industry worked to prove the sales tax was counterproductive; not only were residents registering out of state, but also the tax discouraged non-residents from coming to Florida for servicing and provisioning. Florida needed to be able to compete with states that had tax caps or no tax levied.

The new law, which puts an \$18,000 sales-and-use tax cap on boats purchased and brought into Florida, generated \$13.46 million in direct sales tax revenue for the state in its first year. That's a striking comparison to the \$1.5 million previously generated by the six-percent tax on boats sold over \$300,000. In addition, the average sales price of boats closing in Florida has doubled.

## BILGIN REVEALS CONCEPT FOR ITS LARGEST-EVER YACHT

A large swimming pool and side decks that will fold down to create an expansive wraparound swim platform are what immediately catches the eye on the recently revealed renderings for Bilgin Shipyard's latest design. The family-run Turkish yacht builder has teamed up with London-based Tony Castro Design on this concept. The four-deck yacht would be built with a steel hull and aluminum superstructure. At 164 feet, the proposed Voyager 170 will be Bilgin's largest to date, yet measures in at 425 gross tons. [www.bilginyacht.com](http://www.bilginyacht.com); +90 (0) 212 599 6353





# PUMP IT UP

Designing inspiring workout spaces on board

TEXT BY REBECCA CAHILLY

**IF YOU THINK THAT SETTING UP A TREADMILL**, a bike and some free weights in that converted twin stateroom is the solution to your workout space needs, think again. The thought of exercising in a cramped, non-ventilated room belowdecks is sure to put off any charter guest and will simply frustrate the owner who will see valuable space being neglected and money wasted on expensive equipment.

Instead, the gym must be as thoughtfully designed as any of the entertaining or dining spaces aboard. Simply put, the workout room must be in harmony with the rest of the yacht but be given a preferential location and a practical layout.

While traditional yacht design did not prioritize a designated fitness area, today's yachts tend to have at least one space on board dedicated to this cause. Future designs show this as a clear trend, with priority of location given to the yacht's workout area. Whether you are designing the onboard gym from scratch in a new design or plan to incorporate one into an existing yacht, there are some points to take into consideration to ensure that the space functions as intended.

Most importantly, the workout environment must positively lend itself to exercising. "Exercising needs to wake the spirit, pump the individual up and raise the heart rate," says David Stammers of U.K.-based Space Concepts, which helps owners integrate modern, functional and well-designed fitness areas into their boats. "Many yacht gyms don't encourage this through their design."

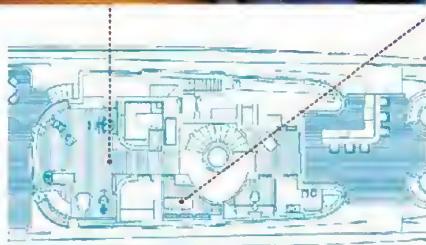
Avoid harsh downlighting, ensure adequate ventilation and air conditioning and position the equipment so that the transition between exercises is easy and seamless.

You may not have an entire upper deck to devote to a gym, but regardless of the size, incorporating convertible or dual-usage equipment will enhance its functionality. "Think of the space in a flexible capacity," says interior designer Patrick Knowles, who also recommends ensuring that the space can accommodate a storage area as well as a full bath with steam shower.

Knowles also recommends implementing an emergency contact system into the workout space, noting, "Injuries on exercise equipment occur, and the need and urgency to be able to call for help when incapacitated is important."



above  
Rossi Navi's *Numpia* has a dedicated spa deck, which incorporates a gym, massage room, sauna, hair salon and a lounge/sitting area. The gym offers the newest and most necessary equipment while not crowding the space.



Graham de Zille knows a thing or two about yachts, as the original owner of the successful *Amnesia* series of charter yachts—and about gyms, as the owner of a chain of gyms in the U.K. "Onboard gyms are hugely important," he says. "The vast majority of people today do some form of daily exercise; a yacht without a well-kitted gym would not charter easily."

If the gym is to be situated indoors, both Knowles and de Zille stress the importance of considering the overhead height available, especially when incorporating cardio machines. Knowles suggests that systems be re-routed above the workout space to allow for a pop-up in the overhead.

Exceptional audio-visual is another key component to an onboard gym—especially one that might not otherwise offer an unobstructed sea view. Ensure that the televisions are easily visible from all areas of the space and that they are wall-mounted versus built-in, as the latter are difficult to maintain while at sea.

Selecting the right equipment is nearly as important as designing the right workout space. The experts at Space Concepts state that the choice, range and positioning of the equipment

## THE LATEST IN EQUIPMENT

A plethora of state-of-the-art exercise equipment is on the market to suit any ability, level and interest.

### POWERMAX

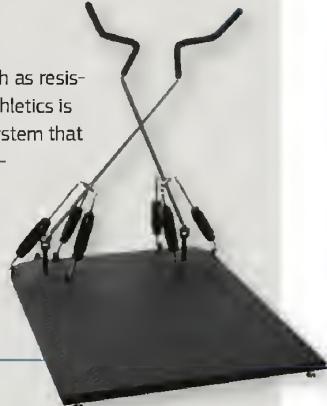
Using your own force and strength as resistance, the PowerMax by Molori Athletics is an innovative strength training system that functions without weights or electricity. Designed in collaboration with celebrity trainer Brad Bose, the PowerMax is easily stored.

[www.molori.com](http://www.molori.com)

**DIMENSIONS:** 39.5" X 51.5" X 59"

**WEIGHT:** 225 LBS

**PRICE:** \$6,000



### THE CICLOTTE

When there's no opportunity to dedicate an entire room to a gym, the carbon Ciclotte meets the needs

with its simple and somewhat artistic design. This stationary exercise bike decidedly breaks from the traditional equipment design in an attempt to blend in with its surroundings. A touchscreen display offers 12 resistance levels. Functional, yet aesthetically pleasing, it's available in full carbon, silver or purple. [www.ciclotte.com](http://www.ciclotte.com)



**DIMENSIONS:** 44" X 21" X 44"

**WEIGHT:** 121 LBS

**PRICE:** €8,300

### POWER PLATE

Hand-me-down technology from the space program, the vibration of the Power Plate at 30 to 45 hertz is said to activate muscle contractions, leading to increased muscle strength and flexibility, decreased cellulite and improved range of motion, among other benefits. A hit with celebrities, Power Plates are fast becoming the exercise equipment of choice aboard yachts.

[www.powerplate.com](http://www.powerplate.com)

**DIMENSIONS:** 27" X 35" X 5B"

**WEIGHT:** 200 LBS

**PRICE:** \$4,699





above and right  
Aboard the Benetti Bistango (above), the gym is located on the sun deck and can be enclosed or opened to the elements by way of sliding glass doors.

Aquos Yacht's Starfish (right) will offer exercise equipment aft on the sun deck, set away from the covered lounging area but still in the thick of things.



must not only cater to the space available, but also to the health requirements of the owner and guests.

"Always go for the pro range," says de Zille on equipment considerations. "Not only is this the best for function and durability, it is what the guests are used to. Have a variety of cardio, such as a rower, jogger or spin bike and a cross trainer, as well as a good selection of free weights, especially the lighter weights." But, be careful to not fill the entire space with equipment; ensure that you have adequate floor space for yoga and stretching exercises.

Molori Athletics offers custom equipment befitting a custom yacht, ranging from barbells engraved with the yacht's name, with anodized handles that thoughtfully swing to minimize the potential for blisters, to multi-use equipment that doesn't take up too much space, such as the BodyMax, aka the "gym in a cupboard," which fits into a cabinet 70 inches high.

It is important to ensure the stability of the equipment while underway or in rough seas. Larger pieces must be properly affixed to the floor, and smaller items such as free weights should be housed in custom storage, advises Space Concepts. De Zille notes that while it is not always possible, positioning the equipment on centerline is ideal.

Durability and ease of maintenance are additional considerations, given the nature of the space and hygienic needs. And finally, don't forget the basics: towels, a refrigerator and cold water are the finishing elements to round out your well-designed onboard workout space. ■

#### VERSACLIMBER CLUB

Requiring height but not taking up a lot of floor space, the original climbing exercise machine was created by NASA. Advanced and low impact, these machines help overall body strength, conditioning and endurance. Three models are available: the Club Model; the Sport Model, offering a challenging climb ratio; and the Sportsmedical Model, designed for athletes recovering from an injury.

[www.versaclimber.co.uk](http://www.versaclimber.co.uk)

HEIGHT: 7' 10"

WEIGHT: 155 LBS

PRICE: £3,495



#### CONCEPT2 SKIERG

Indoor rowing machines may not be readily found aboard a yacht as it's relatively easy to get out on the water and row. However, those jonesing to hit the slopes or head out cross country skiing will love this core trainer and body conditioner.



Skierg is designed to combine both leg and core strength to develop flexibility, coordination and posture and comes complete with a data-collecting performance monitor. And, if you simply must have a rowing machine, they have those too. [www.skierg.com](http://www.skierg.com)

DIMENSIONS (FREE STANDING):

29' X 48.5" X 88"

WEIGHT: 40 TO 60 LBS, DEPENDING

ON MODEL

PRICE: \$880



#### VIBROGYM

For the truly image-conscious fitness buff, VibroGym has designed a power plate system that boasts 100 percent vertical—and rather sparkly—vibration. The VibroGym Evolution Diamond glimmers with more than 65,000 hand-set Swarovski crystals, virtually ending the tragedy that is mundane and dull-looking gym equipment. Non-crystal plates are also available. [www.vibrogym.com](http://www.vibrogym.com)

DIMENSIONS: 39" X 38" X 59"

WEIGHT: 308 LBS

PRICE: UPON REQUEST



# ***“For the Fast & Serious”***

## ***...Fasten Your Seat Belt.***

Introducing the *Bolide*' sport cruiser. Riverhawk brings its extensive experience in designing and building high-performance composite military vessels to the pleasure-boat market. The result is a truly state-of-the-art high-performance sport-yacht boasting extreme speeds and superior seakeeping properties.



5251 W. Tyson Avenue | Tampa, FL 33611 USA  
813.340.0956 | [need-for-speed@rhfsf.com](mailto:need-for-speed@rhfsf.com) | [www.rhfsf.com](http://www.rhfsf.com)

# Sanlorenzo

# SL94

THE ITALIAN BUILDER SCORES A HOME RUN WITH THE AMERICAN DEBUT OF ITS NEWEST MODEL.

TEXT BY LOUISA BECKETT PHOTOGRAPHY BY BUGSY GEDLEK



*We crowded around the chartplotter* in the pilothouse as the new Sanlorenzo SL94 raced through the Atlantic, letting out a whoop when the screen flashed a top speed of 29.3 knots. Even when the captain eased the throttles back to cruising speed, we still were making 25 knots. I love displacement yachts, but planing-hull boats like this one certainly do have their advantages—such as turning what would be a daylong transit into a matter of hours.

Even more noteworthy was the fact that our boat—SL94 Hull No. 2—was almost stealth quiet as we steamed along the South Florida coast. If I hadn't been watching the waves rush past, I might not have known the





*"Livable luxury: It's a vacation...it's wet bathing suits...it's far more casual than a penthouse or a city dwelling. I want people to enjoy that."* - DESIGNER MARTY A. LOWE

twin MTU 16V 2000s were even on. Underway at 25 knots, nothing rattled or banged. I recorded a whisper-quiet 60 dB on my decibel meter in the pilothouse, 66 dB in the main salon, 64 dB in the VIP stateroom on the lower deck and under 70 dB in the master suite located just forward of the engine room.

"The minimal sound and noise throughout the yacht is due to the Box-in-Box construction technique, an anti-vibration system that dampens and cuts off all vibration and noise," says Alastair Callender of Sanlorenzo Americas. He added that a special sound-suppression material also is incorporated into the yacht's joinery work, visible in some areas as a thin black line between panels.

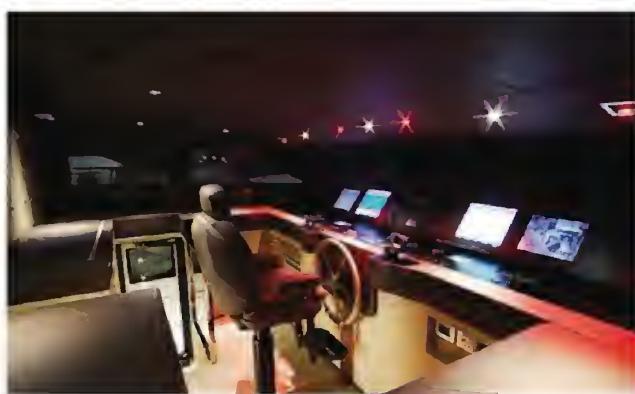
Although the SL94 is constructed of GRP, Callender continues, "The framing of the hull is made of aluminum, which is another key reason as to why the minimal noise and solid seaworthy performance is possible...."

Our boat's ride was very stable, even stately, as it charged through a choppy beam sea. In addition to its stiff hull, this was partly due to its CMC Marine zero-speed fin stabilizing system, just one item on a long list of optional upgrades installed aboard. Hull No. 2 also features a ZF joystick control, which helped Sanlorenzo's Captain Aldo Fara ease the 94-foot boat into a tight slip at the end of our sea trial; dynamic positioning system; Raymarine Platinum electronics suite; and a CCTV system. "It can be like Fort Knox if you want it to," Callender says.

Hull No. 2 was built on speculation as a showcase model for the North, Central and South American market, and as such, it is wired with a 60-Hertz electrical system. A much bigger challenge for the shipyard was enlarging one of the yacht's hull windows on either side in order to provide more light for the master stateroom, in accordance with American owner preference. These windows are unique to SL94 models ordered through Sanlorenzo Americas.

Another exterior styling element designed to blend seamlessly with the Sanlorenzo line's DNA is the sleek black hardtop. It's hard to imagine a yacht owner—particularly one fond of fun in the sun—ordering this yacht without the optional top, which shelters a large part of the huge flybridge.

It may be a cliché to say that a vessel "feels like a much bigger boat," but when you stand on the SL94's flybridge, you would swear it breaks the 100-foot mark. In addition to the upper helm station and companion seat, our boat's spacious teak deck encompassed a dining table that expands to seat 10; a sleek, expandable Boffi bar unit with icemaker and



### Specifications:

**LOA:** 93' 7" (28.5m)  
**BEAM:** 22' (6.7m)  
**DRAFT:** 6' 3" (1.9m)  
**DISPLACEMENT (HALF LOAD):** 97 tons  
**POWER:** 2 x 2,300-hp MTU 16V 2000 M84  
**MAX SPEED (HALF LOAD):** 28 knots  
**RANGE:** 430 nm @ 24 knots  
**NAVAL ARCHITECTURE:** Sanlorenzo  
**EXTERIOR STYLING:** Francesco Paskowski Design  
**INTERIOR DESIGN:** Marty A. Lowe Interior Design  
**PRICE:** \$11.1 million  
**BUILDER:** Sanlorenzo [www.sanlorenzaamericas.com](http://www.sanlorenzaamericas.com)

#### *this page*

The neutral color palette is enhanced by textures such as rough marbles and varying woods to create contrast. The fabrics are all wash and wear, allowing for a relaxed atmosphere where a spilled drink is no cause for alarm.

fridge; a pop-up TV; and modular seating by Belgian outdoor furniture manufacturer Manutti that can be arranged in a variety of configurations. The reason for all this elbow room is that Sanlorenzo moved the tender storage from the flybridge to a new transom garage.

Another of the SL94's standout features is the main-deck dining salon, which lies aft of the surprisingly roomy Boffi-designed galley. While the recent trend in new yachts has been to combine the main deck living and dining areas into a single, open salon, this separate dining room offers the advantage of privacy and flexibility; it can double as a media room or even a small conference space. On Hull No. 2, it is also serves as a backdrop for two large, "macro" photos of shells by talented Long Island photographer Shelli Breidenbach that set the tone for the yacht's interior décor.

Designer Marty A. Lowe of Fort Lauderdale, who created the striking yet soothing interior styling, describes the theme as "livable luxury." "It's a vacation...it's wet bathing suits...it's far more casual than a penthouse or a city dwelling. I want people to enjoy that," she says. For example, she specified that removable, washable slipcovers be used on all the furniture

aboard. "If you spill red wine, you're not calling the manufacturer and asking to replace a twenty-thousand-dollar sofa," she says, adding, "The bedding is meant to be laundered aboard, but it's still luxurious."

In addition, Lowe's interior design emphasizes natural, organic materials. "You'll never find any synthetics on a Sanlorenzo," she says. The color palette is largely neutral; she uses different textures to create contrast and excitement. Particularly striking is the rough, unpolished white marble from the quarries in Pietrasanta, Italy, the hand-carved walnut cabinetry and the bleached oak flooring.

The yacht also has "good bones." The quality of its Italian craftsmanship is evident each time a cabinet door or drawer closes itself with a solid "click." "Everything aligns. I'm a fanatic about that," Lowe says.

While Lowe has hit a home run with Hull No. 2's interior design, the next SL94 undoubtedly will look completely different inside. Sanlorenzo—which continues to resist attempts by the yachting industry to pigeonhole it as a production builder—offers owners the ability to work with its designers to customize their new yacht's interior to their heart's content, short of anything that would compromise structural integrity. "We are not a cookie-cutter production line," says Callender.

Nevertheless, the new SL94 still offers substantial "production yacht" time savings over a fully custom build, depending on the level of personalization specified by the owner. "The time scale, of course, will vary [depending on] the Ameglia yard," Callender says, "but it will be about a twelve-month time period from placing order to delivery of an owner's made-to-measure yacht."

 ENHANCED DIGITAL CONTENT ON THE IPAD APP



# PRIVATSEA

## Oceans of Experience



Yacht Management, Yacht Charter, Sales Brokerage, PrivatSea Club Membership,  
New Build, Refit, Berthing & Repair Facilities

Offices in London, Athens, Geneva, French Riviera & Jeddah  
London +44 20 7396 5460 • Athens +30 211 600 7200 • [info@privatsea.com](mailto:info@privatsea.com) • [www.privatsea.com](http://www.privatsea.com)

PRIVATSEA

SETE YACHT MANAGEMENT

CLUB

YACHTING

PROJECTS

MARINE SERVICES

# MANGUSTA 92



ADAPTED FOR THE U.S. MARKET, THIS MANGUSTA 92 OFFERS AN AMERICAN TWIST ON MEDITERRANEAN STYLE.

TEXT BY BILL ANDO



**Captain Ryan Butz advanced the throttles** to bring the Mangusta 92 up to 40 knots, three knots more than the top speed stated in the specs. The seas that day—a messy four-foot chop with a lot of confusion in between the short wave spacing—would prevent us from comfortably maintaining that top speed, but the yacht handled it well and we played around for a while at 31 knots. At this speed we burned 160 gallons per hour, which would provide us with a 350-nautical-mile cruising range, still allowing for a bit of reserve in the tank. Two things I noticed were the noise levels were very comfortable; they weren't a concern when holding a conversation at the helm. The other was the motion; it was not as bad inside as the conditions outside would lead one to believe.

A brief trip to the crew's quarters, on the lower deck, accessed by a stairway at the port aft section of the salon, revealed noise levels that were impressively low given the quarters' proximity to the engine room. Forward of the engine room, the galley and crew lounge area, replete in silver lacquer, are sequestered by two doors, helping abate the noise. According to the captain, the vibration is also kept to a minimum by use of Rolls-Royce water-jets (there was no vibration detectable while forward at the helm).

The Rodriguez Group had marketed Overmarine, owned by the Balducci family of Italy, since its inception in 1985. But when the

*this page*  
The oak veneer contrasts nicely with the leather furniture found in the main salon (top) and media room (following page). Like every Mangusta, this Americanized 92 comes turnkey, complete with linens and cutlery.

Rodriguez Group ran into financial trouble, Overmarine searched for a marketing firm that knew the boating business from all angles. Its marketer of choice became MarineMax. Bob Fritsky, MarineMax vice president, is now responsible for developing the brand in the North American market.

Showing its commitment to the relationship, Overmarine asked Fritsky what he would like to see in a yacht and built this yacht, hull number 28, to his specifications. Normally the 92 has a master suite and three guest cabins, but Fritsky's American sensibilities told him a media room was needed. Acting on that, he had the builder remove a non-strength-bearing bulkhead and transform a guest cabin into a media lounge with a full entertainment suite "American owners like a cozy spot for watching the game or catching a movie," says Fritsky. The media room is situated along the starboard side at the bottom of the main staircase, forward of the full-beam amidships master suite.

Fritsky also called for weathered and distressed Penelopeoggi Scirocco dark brown leather upholstery and trim for the salon and

media room, which contrasts nicely with his choice of wenge sole and the oak veneer used on the vertical surfaces throughout.

Four refrigerators that at the flick of a switch become freezers are located around the yacht, one in the galley and three more in convenient areas such as the master suite.

Outside there is plenty of room for sunpads, and the exterior space is used to its optimum for soaking up rays. On the foredeck, a large round pad includes a sunshade that lifts up from the aft edge, covering at least 25 percent of the pad. On the hard top, under the radar arch and abaft the 10-foot by 10-foot opening top, there are sunpads spanning the width of the top that accommodate four people. On the aft deck, an elevated sunpad with plenty of storage underneath also accommodates four. Access from the swim platform is via a stairway on either side of the lazarette, where an 11.5-foot Williams jet tender is stowed, and access to the lazarette is through a deck hatch on the port aft deck.

The hull and deck are of solid fiberglass. "Mangusta is all about performance but will not make any compromises to seaworthiness to achieve performance," Fritsky says. "For this reason, the hull of every Mangusta is, as the Italians say, 'single skin,' or what I would call solid fiberglass (and not cored with lighter materials). This may cost a knot or two, but it will be most reassuring to owners if by some chance a grounding occurs."

Mangustas are delivered ready to enjoy, with towels in the linen closet and china in the cupboards. Mangusta does not build a boat to a price point. Fritsky says they assemble the best components

**"Americans like a cozy spot for watching the game or catching a movie."**

— BOB FRITSKY, MARINEMAX

possible, get the pieces together, then add up what it will cost to build the most complete and seaworthy vessel they can. This will include (as on the 92-footer) an automatic sliding door that provides hands-free entry or exit from the salon, a wet bar to starboard and a Humphree Interceptor Trim System. Mangusta has delivered 300 boats on time because it builds a hull and deck, installs the engines, then waits for an order. The yard knows how long it will take to build an interior. For instance, right now if an owner wanted to purchase a 92-footer it would be a six-month delivery schedule and cost 8.2 million euros.

It's that kind of attention to detail that has Fritsky excited about marketing the Mangusta line, which includes nine open boats from 72 feet to 205 feet. Of course, looking toward the future, Overmarine has a 148-foot tri-deck on its website—a bit of a departure for a company that has made its reputation on building open yachts to be sure. Although in true Balducci family fashion they have already built the hull and deck, installed the engines and are awaiting an owner. 



**LOA:** 92' 9" (28.3m)  
**LWL:** 75' 11" (23.1m)  
**BEAM:** 21' 8" (6.6m)  
**DRAFT:** 5' 3" (1.6m)  
**DISPLACEMENT (HALF LOAD):** 80 tons  
**POWER:** 2 x 2,600-hp MTU 16V 2000 M94, 2 x Kamewa 56 S3  
**TOP SPEED:** Approx. 37 knots  
**RANGE:** 300 nm @ 33 knots

**EXTERIOR STYLING:**  
 Overmarine and  
 Stefano Righini

**INTERIOR DESIGN:**  
 Overmarine

**BUILDER:** Overmarine  
[www.mangusta.com](http://www.mangusta.com);  
[www.marinemax.com](http://www.marinemax.com)

**Specifications:**



CODECASA 45s



# Framura 2

2010



CANTIERI NAVALI CODECASA - Piazzale San Benedetto del Tronto, 4 - 55049 VIAREGGIO, ITALIA  
Tel.: +39 0584 383221 Fax: +39 0584 383531 info@codecasayachts.com [www.codecasayachts.com](http://www.codecasayachts.com)



# SUNSEEKER 28M YACHT

PART "PREDATOR," PART "YACHT," SUNSEEKER COMBINES TWO SUCCESSFUL LINES WITH THE INPUT OF ITS CLIENTS.

TEXT BY TOM ISITT





*these pages*

For owners who love the Predator look but want more volume, the 28M has sleek exterior styling but is a departure for the brand with wraparound windows and an S-shaped sheer line. Options such as a starboard-side fold-down balcony merge indoor and outdoor living spaces.

**The new 28M Yacht is** something of a departure for Sunseeker. Its name would suggest it is a boat from the U.K. builder's Yacht range, but there is more to it than that.

"The whole concept of the 28M is a deliberate attempt to bring the Predator range and the Yacht range closer together at around the twenty-five to thirty-meter [82- to 98-foot] size range," explains Ewen Foster, Sunseeker's director of design. "At the larger end, there are distinct Predator clients and distinct Yacht clients, but in the mid-range sizes there are clients who love the Predator look but want more space. With the 28M, we decided to try and bridge the gap...to make a boat that was still a Sunseeker but wasn't obviously a Predator or a Yacht."

To do this, Sunseeker turned to its clients for design inspiration. "Clients tell us they want more foredeck space, larger crew quarters (this is regulation-led as well and necessary for the charter market), more toys and smaller, more economical engines," says Foster. "We went for the maximum volume possible for that length of hull, partly for the charter market but also because we have to incorporate bigger and more complicated systems on board."

Building for maximum volume while maintaining the Sunseeker style isn't easy, but Foster is pleased with the way the 28M looks. "The upright back end and wraparound glass are departures for Sunseeker, but they were necessary for maximizing internal volume. The distinct kick in the sheer line and the matching one on the side-deck overhangs give some interest back to the profile," says Foster.

The layout of the 28M is pretty much as one would expect from a boat of this size. On the main deck there is a large salon, dining area, a good-size galley on the port side and a helm station forward. Amidships on the starboard side is an optional

sliding "patio" door and an optional fold-down balcony. "The fold-down balconies that are appearing on the bigger Sunseekers come from the general desire for interiors to become part of the exterior spaces, as we see in modern domestic architecture," says Foster.

"Window sizes have also increased markedly in recent years," he continues. "The bigger the internal spaces, the more light customers want, and the big windows change the way you can treat interior design." The huge windows all around the 28M's main deck flood the boat with natural light and offer potentially stunning views from within. Modern, elegant styling with walnut wood, granite and suede finishes complete the contemporary interior design of the first hull.

On the lower deck, there is a VIP double forward, accessed via stairs next to the helm station, and a full-width owners' suite and two twin cabins, accessed from a separate staircase aft of the helm seats. One of the twins can be converted into a second guest double. Crew quarters for four are aft and comprise two twin cabins, a single head and a basic crew mess.

While the layout is typical, the interior design has been beautifully executed to a very high standard. Sunseeker has been building yachts for some time now, thus has a pretty good grasp of what is required by this most discerning sector of the market. It also has a very good understanding of what is required beneath the "skin" of the yacht, and the 28M has the high levels of technical installation that we've come to expect from the marque, complete with the necessary redundancies.

A major change to the traditional Sunseeker profile is the sheer line. "We incorporated a very strong S-shaped sheer, high topsides forward and very high freeboard," says Foster. "This is partly because of the styling and partly to give us far more opportunity to explore the foredeck area, which is an

"Although the 28M's hull has a design speed for forty-five knots, most people don't want that these days. They want a smooth, quiet boat with a good range and at-anchor stabilization."

— EWEN FOSTER, SUNSEEKER DIRECTOR OF DESIGN



### Specifications:

**LOA:** 92' 4" (28.15m)  
**BEAM:** 21' 5" (6.5m)  
**DRAFT:** 7' (2.1m)  
**DISPLACEMENT:** 73.5 tonnes  
**POWER (STANDARD):**  
 2 x 2,000-hp 12V MTU  
**SPEED (MAX/CRUISE):**  
 29/23 knots  
**RANGE:** up to 400 nm  
**CONSTRUCTION:** GRP, carbon fiber  
**NAVAL ARCHITECT/EXTERIOR STYLING/INTERIOR DESIGN:**  
 Sunseeker Design  
**PRICE:** From \$7 million  
**BUILDER:**  
 Sunseeker International  
[www.sunseeker.com](http://www.sunseeker.com)



area that is important for owners and guests, particularly in the charter market. Raising the sheer line has allowed us to raise the foredeck; raising the foredeck has given us the opportunity to create a much larger seating and sunbed area, and it's also had a knock-on effect of creating more headroom in the cabin below."

One of the interesting aspects of the 28M's build is the extensive use of carbon fiber. "The 28M's hardtop is one hundred percent carbon fiber," says Foster, "and we now have a dedicated carbon-fiber facility at the factory, because there are significant money and weight savings to be made on things such as doors and locker lids. These can be made more than fifty percent lighter for the same money, and the aggregation of marginal gains means that the total weight savings can be significant. We would prefer to lose weight in these areas rather than build a lighter and less robust hull."

"The majority of the weight on any of our boats is the interior fit out and machinery, with more fuel and bigger engines, heavier stern gear and anchoring gear, interior accommodation weights that include marble, glass, and solid timber," Foster says. "Rather than penalize the build weight of the 28M with potential unknown client requests in the future, we built in quite a tolerance for the interior fit-out on this project, and one of the ways we've been able to do this while maintaining good performance and handling characteristics is to save weight in the other aspects of the build which people don't really take into account when they specify the boat... most notably on the 28M, the hardtop. If you multiply those marginal savings by three hundred boats a year, we can save significant amounts of time and money."

This weight savings also enables owners to specify smaller, more economical engines without sacrificing performance or hull strength. "Although the 28M's hull has a design speed for forty-five knots, most people don't want that these days. They want a smooth, quiet boat with a good range and at-anchor stabilization," says Foster. With 2,000-hp 12-cylinder MTU engines, the 28M can be nudged to a top speed of 29 knots and will cruise comfortably at 23 knots.

The 28M Yacht is a clear indication that Sunseeker is prepared to move with the times and has listened to client requests and comments. Not only is the yacht very stylish, but there are also considerations such as deep side decks and good safety rails, plus excellent foredeck facilities. The main deck is a stunning space and is one of the most successful attempts at merging indoor and outdoor spaces together. If we are to see a convergence of the Yacht and Predator lines in the future, the 28M suggests this will be a success.

 ENHANCED DIGITAL CONTENT ON THE IPAD APP

# Yachts for the new frontier [4]



**LÜRSSEN**

Lürssen Yachts · phone: +49 421 6604 166 · email: [yachts@lurssen.com](mailto:yachts@lurssen.com) · [www.lurssen.com](http://www.lurssen.com)



WorldMags

# Harbour ISLAND

WHAT BEGAN AS A STRAIGHTFORWARD 150-FOOT BUILD BECAME A NO-HOLDS-BARRED MUCH LARGER PROJECT WHEN THE OWNER AND SHIPYARD PRIORITIZED QUALITY OVER BUILD TIME.

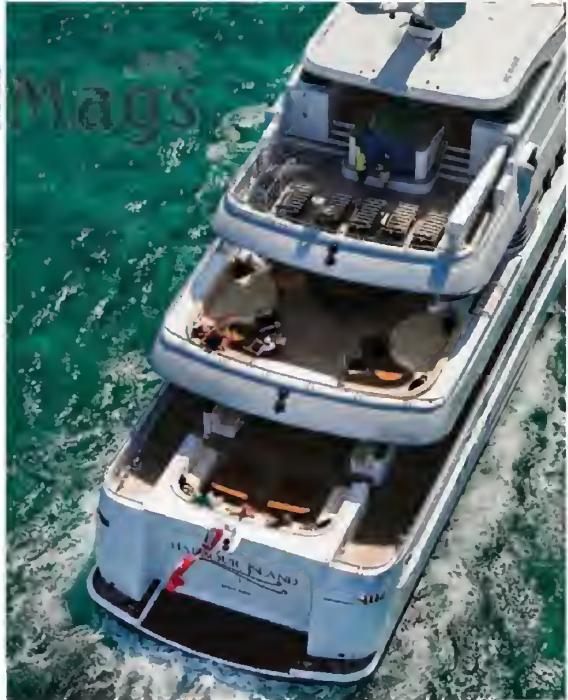
TEXT BY SHAW McCUTCHEON PHOTOGRAPHY BY JIM RAYCROFT



WorldMags







*If good things come to those who wait*, then *Harbour Island*'s owner is a happy man. Revealed at the Fort Lauderdale boat show last October, *Harbour Island* has roots that go back eight years. Her builder, Newcastle Shipyards out of Palatka, Florida, was just a young yard then, having been created by Kevin Keith and Lester Miller in 1999 to specialize in building steel expedition yachts.

I had first heard of *Harbour Island* several years ago when I was working on a story about the 137-foot *True North*, the then-largest yacht Newcastle had built to date. *Harbour Island* would be a completely different animal. It was the company's first traditionally styled motor yacht, and it would be Newcastle's first build of anything over 500 gross tons—a legal benchmark that puts the yacht in a class similar to commercial vessels, requiring more sophisticated fire and safety features. It would stretch the regional yard's capabilities, and I was very interested to see the result.

The genesis of *Harbour Island* began with an owner of a Fort Lauderdale-based yacht brokerage company who wanted to link up with a yacht builder so he could offer clients a complete package, from building to selling and chartering yachts. Newcastle fit the bill—it was small, hungry, new, relatively local and without a marketing arm. *Harbour Island* would be proof to the yacht brokerage's client base that it could produce a quality vessel for sale or charter. Design work on the boat, which was initially supposed to be 150 feet and under 500 tons, began in 2004. The first piece of steel was cut about year later.

What finally appeared at the 2011 Fort Lauderdale International Boat Show was a much different vessel, 30 feet longer and one deck higher than first envisioned, and a yacht that puts Newcastle firmly in the camp of major American custom yacht builders.

*these pages*  
The main salon was designed as an intimate space, only accommodating 12 guests comfortably in order to give more space to the aft entry foyer and bar, which also services the aft deck seating area.



these pages

The formal main-deck dining salon is separate from the main salon. *Harbour Island* boasts two master suites. The upper master (opposite page, top) offers commanding views while the main deck master (opposite page, bottom) revels in the full 34-foot beam.



A masterstroke for chartering purposes, dual master staterooms allow a charter group composed of two principal parties splitting the cost to each have premium space.

For both the owner and the builder, the entire process was a major learning curve. A self-described "serial builder" who enjoys the design and build process almost more than the end result, the owner found himself adding and changing features that considerably lengthened the build time. The initial 150-foot length was "just a number" according to the owner, and quickly grew to 164 feet because the owner desired more guest space. One thing that didn't change was the beam, which was 34 feet from the start, intended for added stability and to reduce the draft (nine feet, five inches at half load) so the yacht could cruise The Bahamas and other shallow-water regions.

Once the boat broke the 500-ton barrier, the project changed considerably. Newcastle was suddenly faced with building a more complex boat, and the owner now had the freedom to create with fewer compromises. "Now we could design anything [he] wanted, volume-wise," said Patrick Dupuis, a naval architect with Fort Lauderdale-based Murray & Associates, which did the naval architecture, overall design and interior space planning.

In addition to building to ABS class, *Harbour Island* was to carry a Cayman Islands flag, so it fell under the jurisdiction of the British Maritime and Coastguard Agency (MCA). Newcastle had never built to MCA before and *Harbour Island* became the vessel upon which it cut its teeth. "There were some two steps forward, one step back," said Newcastle's Kevin Keith. "But it was a learning process and we got our PhD in it." Dupuis estimated the MCA-mandated fire protection features alone added at least a million dollars to the yacht's cost. Among them were sliding fire doors on all the stairwells on all the decks, piping for a ultra-fog fire extinguishing system, a spare 99kW emergency generator up on the sun deck, structural fire protection throughout and escape hatches in the staterooms. The MCA also required a 2,500-lb crane on the sun deck, even though all the tenders and toys are below in the garage.

While the yard was working on complying with regulations, the owner was finding the extra length exhilarating. No longer confined to 500 tons, the yacht grew to five decks with a tank deck at the bilge level for a large laundry facility, wine cellar, walk-in freezers, more systems and a passageway for crew to maneuver around the boat without traipsing through the guest quarters. A masterstroke for chartering purposes, Murray & Associates suggested dual master staterooms, which allows a charter group composed of two parties splitting the cost to each have premium space. The "Panorama" master on the upper deck has wraparound windows for a spectacular 270-degree view forward. It is somewhat cozier than the main-deck suite below, which is a more traditional full-beam master with his-and-hers baths.

Nevertheless, no yacht is completely free of compromises, and *Harbour Island* has its share. The closet space in the dual masters, especially the lower stateroom, is limited, reflecting the yacht's basic mission as a temporary home for charter guests or the





*this page*  
The spa pool has swim-up bar seating forward and a negative edge aft that spills over in a waterfall. The upper part of the split-level sun deck includes a more traditional bar (top left).

owner's party. The galley is on the small side, although the owner said it was designed in consultation with a chef.

About four years into the project, as the yacht took shape in the shed, some felt the overall dimensions of the boat didn't seem quite right; it had a high profile but was a little stubby at the stern. So a 16-foot extension to the aft deck area was added, delaying the project over a year but creating a very spacious, comfortable area that allows a variety of seating and dining arrangements. Belowdecks, the addition permitted a major expansion of a garage capable of housing two tenders and a couple of personal watercraft, an extra cabin for the engineer and more space in the bi-level engine room and control room. The house itself and the interior spaces remained the same. The extra length had another benefit: with the same Caterpillar 3512B diesels originally planned in the smaller configurations, the top speed is 15.2 knots, about a full knot faster than initially envisioned.

Fortunately, both Newcastle and the owner agreed that the yacht had to be done correctly, regardless of the time it took. "The project was not strapped to stick with a budget number," says the owner. "We did things, we did it right...and we had a lot of heated meetings on cost and why are we doing things twice in some instances. It was a learning curve for the yard as well as myself. But we didn't let the budget get in the way of doing things right."

Added Keith during the Fort Lauderdale show, "Even as late as the last few months, knowing that we were coming to the boat show, knowing that time was of the essence and we had more things than we could possibly get done to make it to the show, we were finding things that we went back and changed to improve." For example, part of the piping system in the engine room was re-arranged for easier access to the valves and manifolds.

Meanwhile, interior designer Claudette Bonville created a neutral-toned interior that took advantage of the slightly smaller scale of most of the rooms. The owner's instructions were to build something with broad appeal, with an elegant interior but relaxed enough "that you don't mind putting your feet up and being comfortable, that would appeal to the charter market."

The paneling throughout the boat is African makore with sapele and maple accents. Deliberately, the largest room on the boat is not the salon but the skylounge, which the team felt would be the most-used space. The room feels even larger because of an unusual, brightly lit dome that arches over the entire space—a good two feet higher than the rest of the ceiling—offering almost 10 feet of headroom. A bar lines the forward port side and two major televisions are included, one a 90-inch projector that drops down from the overhead and a brighter 65-inch LED set behind it intended for daylight viewing. Couches in the room rotate 180 degrees to create a theatrical seating arrangement.

Above the skylounge, the sun deck is raised to accommodate the vaulted ceiling below, creating a split-level layout. The deck's



*this page*  
The interior design featuring African makore joinery is timeless, combining both contemporary and traditional elements to appeal to three generations of the owner's family as well as charter guests.



The centerpiece of the sun deck is a waterfall spa pool with an infinity-edge designed to blend the pool with the horizon.



*these pages*  
Meeting the owner's request for an enormous skylounge, Claudette Bonville designed a sociable space that can fit more than 100 guests, yet also accommodate smaller parties intimately and convert into a theater.



centerpiece is a waterfall spa pool aft with an infinity edge designed to blend the pool with the horizon.

Forward of the sun deck, perched high is the state-of-the art pilothouse. Six monitors in three separate pods use an integrated ship system, allowing the captain to control all the onboard systems from any of the monitors. Wing stations on both sides of the bridge ease docking and offer excellent visibility thanks to low-cut bulwarks.

The rest of the interior is arranged in a variety of more intimate spaces that enhance an aura of quiet comfort throughout. "I'd rather do different areas where people can hide out," says Bonville. "This boat is comfortable for entertainment...there are a lot of spaces where you don't even know that the other exists on this boat." To Bonville, it is not important that the space be big enough to host a couple dozen people. Thus, the main salon, which she compares to the seldom-used living rooms of many homes, is just big enough to comfortably seat a dozen guests, no more. A good deal of salon space is devoted to a marbled foyer aft with a bar and storage space that can service both the aft deck and the salon itself.

The prime dining area on the boat is on the upper aft deck just behind the sky lounge. It includes a huge round table with a rotating Lazy Susan mounted in the center. In inclement weather the more formal dining room just forward of the main salon is a good option. The tables in both areas were designed by Bonville and produced by Arquitek, a high-end Florida furniture maker. The dining areas are each serviced by a full-size galley elevator that runs four stories from the freezers on the tank deck to the upper deck. The galley comprises three separate spaces: the cooking area, just large enough for a chef; a prep compartment with a dishwasher just aft; and a serving space aft of the prep space.

The advanced entertainment system includes 10 DIRECTV receivers for most of the televisions on the boat and a selection of 500 movies from which to choose. All of the guest areas also have iPads specially configured to control lighting, window blinds and the room's entertainment centers.

Soundown was brought in early on to ensure noise abatement. The entire interior "floats" on elastic vibration-reducing dampening pads separating the exterior structure from the interior frame. Engines, generators and other noisy systems also have their own semi-elastic vibration-dampening mounts. Propeller vibration is reduced with tiles embedded in the hull just above them, and extra acoustical paneling lines many of the interior spaces.

At the Fort Lauderdale boat show, *Harbour Island* was one of the few new yachts on display at a time when there's a paucity of new builds. For the owner, who has since sold his brokerage business, it was an opportunity to show off her charter potential. For Newcastle, it was a long-awaited graduation party into the world of high-end yacht builders.

 ENHANCED DIGITAL CONTENT ON THE IPAD APP

The spacious skylounge feels even larger because of an unusual, brightly lit dome that arches over the entire space—a good two feet higher than the rest of the ceiling—offering almost 10 feet of headroom.





**SUN DECK:** Extra headroom in the skylounge created a split-level top deck with plenty of loungers, two bars and an infinity-edge spa.

**BRIDGE:** Excellent visibility is offered from the pilothouse perched up high. The captain's cabin is located a half a deck down.



**STEP UP:** The aft deck seating was raised to accommodate extra headroom in the garage/beach club and give guests better views.

**EXTERIOR ACCESS:** The second master has starboard access to a private Portuguese bridge, where a breakfast table/settee is available.



**WATER ACCESS:** The garage space is finished to a high standard, transforming it into a beach club when the tenders are deployed.

**GALLEY:** Designed in consultation with a chef, the galley has separate, dedicated work stations for prepping, cooking and serving.



### Specifications:

**BUILDER:** Newcastle Shipyards  
195 Comfort Road  
Palatka, Florida 32177  
Tel: (386) 312-0000  
[www.newcastleyacht.com](http://www.newcastleyacht.com)  
**CHARTER:** IYC  
Terry Hines  
Tel: (954) 850-4271  
Email: [thines@iyc.com](mailto:thines@iyc.com)  
[www.iyc.com](http://www.iyc.com)

**LOA:** 180' (54.9M)  
**LWL:** 161' (49.1m)  
**BEAM:** 34' (10.4m)  
**DRAFT (HALF LOAD):** 9' 5" (2.9m)  
**GROSS TONNAGE:** 1,100 GT  
**POWER:** 2 x 1,410-hp  
Caterpillar 3512B  
**SPEED (MAX/CRUISE):**  
15/12 knots  
**RANGE:** Transatlantic

**FUEL CAPACITY:** 29,600 U.S. gallons  
**THRUSTERS:** 150-hp  
Quantum Model QT 150  
**STABILIZERS:** Quantum QC1200E  
Zero Speed Four Fin System  
**GENERATORS:** 2 x 250kW  
Caterpillar, 1 x 99kW Kilopak  
**FRESHWATER CAPACITY:**  
5,650 U.S. gallons  
**OWNER AND GUESTS:** 12  
**CREW:** 12

**TENDERS:** 32' Intrepid center console, 17' Novurania Chase  
**CONSTRUCTION:** Steel, aluminum  
**CLASSIFICATION:** AB5 \* A1  
Y5, AMS; MCA compliant  
**NAVAL ARCHITECTURE:**  
Murray & Associates  
**EXTERIOR STYLING:**  
Newcastle Shipyards  
**INTERIOR DESIGNER:**  
Claudette Bonville Associates



WorldMags.net

ENJOY YOUR DREAM.



AZIMUT YACHTS COLLECTIONS

FLYBRIDGE  
COLLECTION

—S—  
COLLECTION

MAGELLANO  
COLLECTION

AZIMUT  
Grande



A symphony  
of light

AZIMUT  
YACHTS

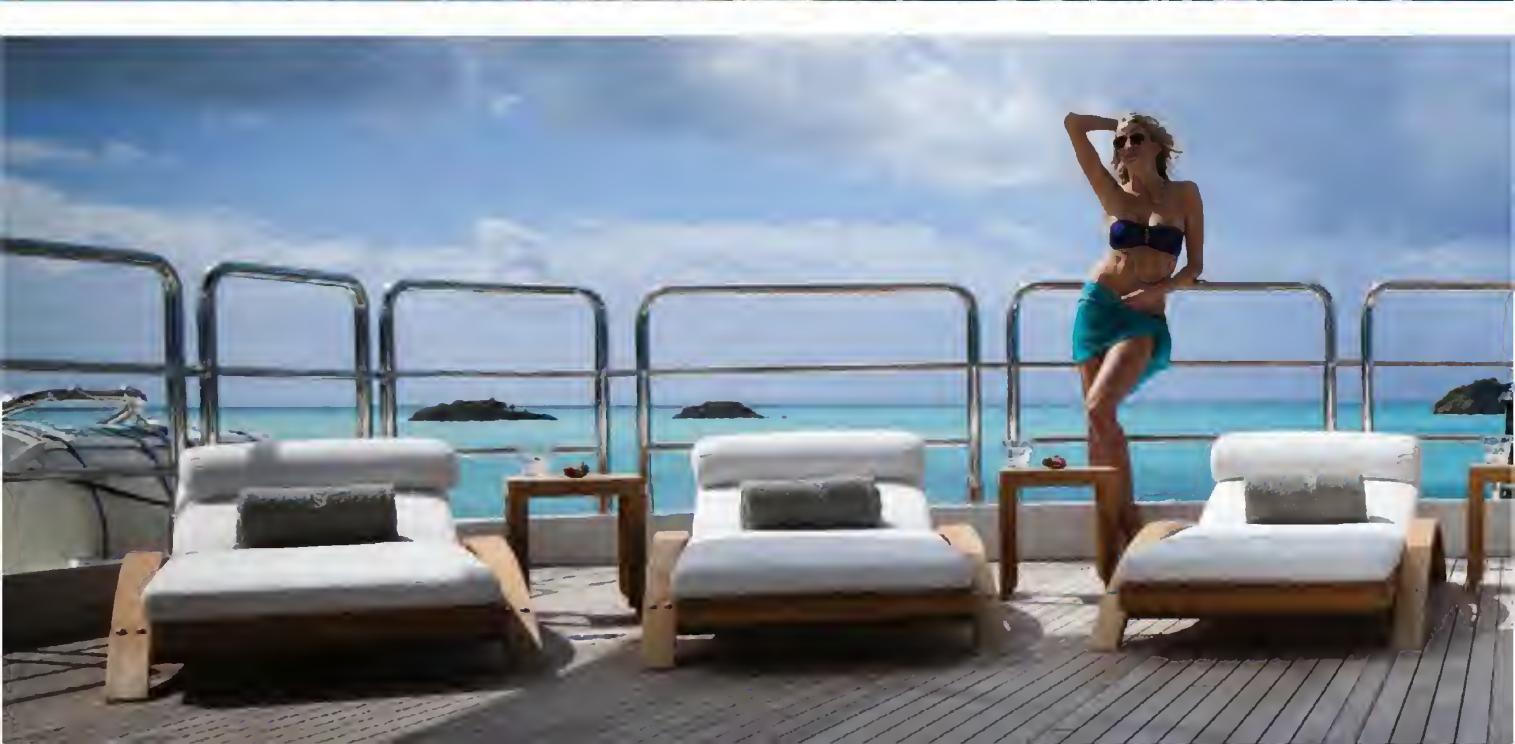
FLYBRIDGE COLLECTION - OFFICIAL DEALERS

SOUTH EAST - MARINEMAX: 954-618-0440; GREAT LAKES - SKIPPER BUD'S: 847-872-3200  
NORTH EAST - MARINEMAX: 631-424-2710; GULF REGION - LONE STAR YACHTS: 281-334-3500  
CALIFORNIA - MARINEMAX: 619-294-2628

[WWW.AZIMUTYACHTS.COM](http://WWW.AZIMUTYACHTS.COM)



WorldMags





WorldMags



# SEANNA

OWNERS PUT THEIR STAMP ON THE NEWEST BENETTI CUSTOM.

TEXT BY MARILYN MOWER    INTERIOR PHOTOGRAPHY COURTESY OF BENETTI    EXTERIOR PHOTOGRAPHY BY ALEXIS ANDREWS



*Oftentimes when evaluating a new yacht,* it's best to start with the owners' last yacht. This can add insight and often shorten the list of questions. So in preparation for visiting 213-foot *Seanna*, I checked out our files on their previous yacht, 180-foot *Altitude*, ex-*Amnesia*, also a Benetti. As it turns out, that's almost where the similarities end.

"The owners liked their last yacht and were comfortable going to Benetti for their new build," says Build Captain Damian Mitchell. "This is a much different boat, however."

"Different" isn't the half of it. Although just 33 feet longer than *Altitude*, she has more than 50 percent more volume (1,426 GT vs. 909 GT), much of that courtesy of her additional six feet of beam and the enclosed area on her topmost deck.

While *Amnesia* was originally designed for an Englishman by an Italian specifically for charter service (and as *Altitude* maintained a heavy charter schedule), her owners were originally indifferent to the idea of charter for *Seanna* and thus the interior is very much designed for their family tastes by Redman Whiteley Dixon (RWD) of the U.K., with décor by Susan Young of Seattle, Washington. Even after the family decided to offer *Seanna* for

selective charter, the décor and fabrics remained unchanged.

After substantial charter experience and buying *Amnesia* in 2007, the owners had a clear picture of how they live aboard and the features they wanted to enhance...or avoid and turned to Burgess for project management. "The owners began talking to us in 2008 before they signed the contract with Benetti," says Tony Dixon of RWD who had the lead on the *Seanna* build. "One of the first things they shared was that they didn't want a formal dining room; they considered that a colossal waste of space."

The owners also brought forward three members of their previous yacht's senior team—who have been working together with them for four years—to manage their interests for the new build. "It helped that this was my third Benetti," says Mitchell. "The mechanical systems and propulsion package are what the builder considers standard for its yachts in this range and these elements were part of the basic contract." Joining Mitchell on the build were Chief Stewardess Christi Blaylock and Engineer Carl Krehl.

"When the owners looked at the proposed layout and the plans for a sixty-five meter Benetti called *Silver Angel* that launched in 2009 [see *The Superyachts Vol. 24*], they said it needed a dedicated





The main salon space is actually used as a cinema; its custom C-shaped centerline sofa was optimized for the 100-inch movie screen and its projector.





cinema and some snug spaces," says Dixon. "They virtually never used the dining room on their previous boat, so we began to reportion the main and upper decks."

Because the aft part of the main deck can lack privacy in typical marina situations, RWD seized on this as the perfect place for the theater where the focus could be inside rather than on preserving views. The dimensions of the room and its custom C-shaped centerline sofa were optimized for the 100-inch movie screen and its projector. Still, the 40-foot beam allowed a pair of additional sofas outboard for guests who might be more interested in a nap than the latest picture. Both the sheer drapes and the blackout curtains as well as the lights, projector and audio and screen controls are accessed via an iPad; virtually everything in the owners' and guests' accommodations runs on the 13 iPads aboard, says Blaylock.

Forward, rather than the unused dining salon, RWD divided the space on centerline. Now, pocket doors establish a delightful library with gas fireplace and dark marble surround on the port side. Where the air trunks for the engines below might have been an imposition in a dining room, they are disguised with deep walnut cabinetry to cozily wrap a seating area under a picture window. Pale gray chairs and a deep charcoal velvet sofa under a white tray ceiling and dark walnut joinery establish the color palette for much of the yacht. The effect is chic, relaxed and slightly masculine, with a sort of Charles Rennie Mackintosh-style contrast. Opposite the library is a space that serves as a wide hallway with a circular table at its center, but when the table is expanded into an oval, it also

serves as the indoor dining space, seating 10 under a custom chandelier of glass and nickel linked ovals. "In reality, it's where the owner and his son spread out their papers and have conference calls," says Dixon. "They prefer to eat outdoors."

The dining room chandelier is scant preparation for the grand entrance hall and foyer to come, although the same linked ovals dominate the balustrade of the massive central staircase. "Originally, the staircase was tight and dark and awful. When they decided to step up to a larger boat, it wasn't so they could have bigger cabins...although they certainly got them...it was so they could have more features," says Dixon. A spacious circulation area and wide foyer was one of those features.

"The first thing was to convince the yard to cut chunks of aluminum out of the boat to give the stairs more light," said Dixon. "We created a full-size mock-up of the stairs and the balcony above to make sure it was right. Actually, we had to do the mock up to make sure all of the nickel hoops were correct for scale; none of them are exactly the same size." Opposite the stairs, a graceful pair of doors with etched, frosted glass in a walnut frame slide out of pockets to cover the industrial starboard side doors. In most settings, the starboard side entrance gets little use and these doors add considerable grace to the interior and as well admit plenty of diffused light. Charcoal, taupe and white marble establishes a linear pattern on the sole, and white marble continues up the stairs as treads. To soften the gloss wood, nickel and marble, RWD upholstered the walls of the stair column, and indeed much of the boat, with horizontal bands of Edelman leather tucked into multi-level frames. The design of the frames, which is also the basis for wall panels and cabinet fronts, establishes the geometry of the rooms and spaces, but they are not raised and fielded panels. The design features a framed border, then a narrow reveal to a darker

*these pages*

The foyer has been greatly expanded to create a signature space with crystal dentil details in the overhead. The athwartships space forward of the main salon (right) is reconfigured to fit a library alongside an area that can function as a formal interior dining salon.



The typical dining space is split to include a library. "One of the first things [the owners] shared with us was that they didn't want a formal dining room; they considered that a colossal waste of space." - DESIGNER TONY DIXON







*this page*  
A 40-foot beam enabled a double massage suite (above) opposite the owners' sitting room that is accessible from the foyer. The full-beam master (top) is divided into three sections.

surface below around a center panel. The borders are all straight grain timbers while the center panels are various decorative grains, leather, or in the case of the massage suite, glass mosaic tiles. It's a contemporary spin on traditional design and the repeated elements of glass prism-like dentil details in soffits and a bit of cabinet fluting adds just a touch of retro essence. Everywhere, the deep windowsills are wrapped in smooth, pearlized leather to soften the look and feel.

Apart from the dining room, the biggest departure is the owners'

area, which again is feature packed. On *Silver Angel*, Benetti used the area forward of the foyer as a gym. Dixon notes that while *Seanna*'s gym moved around a bit during design before ending up forward of the lazarette with a shell door opening to the sea, it was never going to be between the master and the stairway.

"The forward part of the main deck is a large area, perhaps overly so, and we knew we could get a lot of uses out of it," says Dixon. The first thing was to redirect the traffic flow by creating two 90-degree turns that put the hall to the master suite back on centerline and thereby end the line of sight from the "front door" into the owners' quarters. The concept was to create a private sitting room or office to port with the space to starboard occupied by a massage room accessible from the foyer. "Then," laughed Dixon, "they all realized just how large that massage space was going to be. Now it's a mini spa with two separate massage rooms connected by a pocket door for couples' massages. Massages are something they enjoy every day, so it made sense to give this feature good space—and a big window."

With his-and-hers baths and dressing rooms forward, the resulting stateroom was an oddly shaped space of less length than beam. After wrestling with the proportions, they ended up dividing it up into three spaces, each of which neatly fell into classical proportions. They then curved the corners of the rooms architecturally to introduce coziness. Given these modifications to the main deck Dixon says, "We kind of think that this is how Benetti might be in the future."

With the main deck full of cozy, special purpose spaces, the bridge deck is the heart of the boat when it comes to family living. Aft of the bridge, ship's office and captain's cabin is a VIP, then the



*this page*  
The bridge deck is where the family lives during daylight hours. A multi-functional space with indoor and outdoor bars, a service pantry, games and dining tables and sitting areas, it also houses a large collection of Chihuly glass.



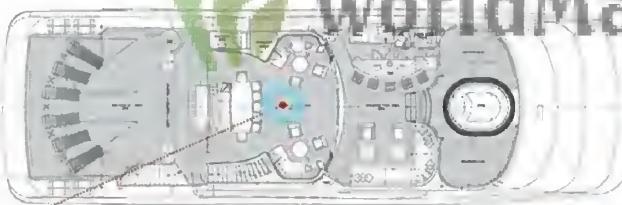
hallway opens onto a large multi-function salon with a lovely backlit glass bar by Peter David Studio in Seattle, a games area and two seating areas set at 90-degree angles. An enormous span of glass opens onto a covered aft deck that appears to stretch far longer than *Seanna*'s length would seem to allow. In part, it's an illusion because exterior staircases and built-ins are pushed outboard so the view to the stern across the top of the huge dining table is unimpeded. Inside, the sole is satin-finished hardwood planks, echoing the teak deck beyond. Area rugs and loose furniture chosen by Young fill the space. Young also commissioned the artwork aboard—many by Northwest abstract landscapist Jared Rue—to complement the fabrics and atmosphere.

This couple's second Benetti is the first designed exclusively to their tastes. It will be available for select charters.

"If they aren't in the gym or in the water, they will be up here most of the day," says Mitchell. An oversized service pantry to port with a dumbwaiter and direct access from the galley below makes this the site of most meals. The service pantry also opens into the ship's office and then the wheelhouse, which facilitates keeping the watch crew fed during passages. Crew traffic patterns throughout the boat are quite smart and eliminate bottlenecks despite the fact that the bridge-deck superstructure is full beam after the wheelhouse. Lots of storage spaces keep service and maintenance items close at hand for crew.

*Seanna* has one more surprise in store for her guests, and that's the sun deck *and* a raised observation deck. "Benetti discovered that it could turn that space under the radar mast into a small room," says Dixon. "We totally exploited it. Instead of leaving the walls in white paint, we put up teak strips to give it a cabana feeling. It's like a secret room." Aft, the deck is the domain of sun worshipers; forward it belongs to those in the hot tub or on the observation deck, but this glass-enclosed aerie is the ultimate spot to curl up with a book or an iPad.

 ENHANCED DIGITAL CONTENT ON THE IPAD APP



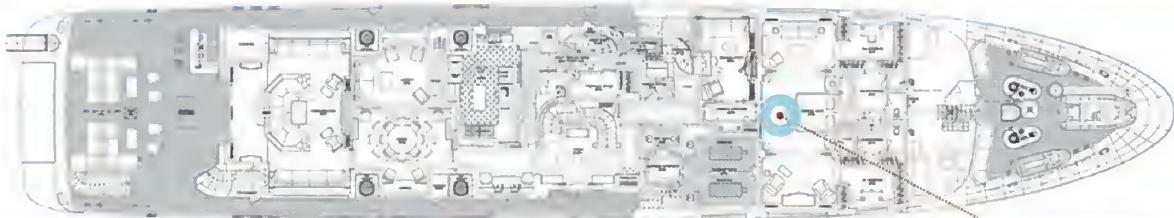
**OBSERVATION LOUNGE:** Located under the mast, the space her designers describe as a secret room is decked out to feel like a cabana.

**OBSERVATION DECK:** Above the sun deck's cabana-style lounge is the best place to take in the fresh air and views while underway.



**SKYLounge:** Most dining and lounging is done on this deck, which provides multiple seating areas and games and dining tables.

**CREW:** The crew areas on the bridge deck interconnect for ease of service as well as the convenience of crew while on watch.



**GYM:** The gym's lower-deck location allows for a folding balcony, access to the bathing platform and views better than any TV can provide.

**OWNERS' DOMAIN:** The owners' suite incorporates two sitting areas, an office and full beam bath and dressing areas.



### Specifications:

**BUILDER:** Azimut-Benetti

Livorno, Italy

Tel: +39 0586 4151

Email: [info@benettiyachts.it](mailto:info@benettiyachts.it)

[www.benettiyachts.com](http://www.benettiyachts.com)

**CHARTER:** Burgess, London

Tel: +44 (0) 20 7766 4300

Email: [london@burgessyachts.com](mailto:london@burgessyachts.com)

[www.burgessyachts.com](http://www.burgessyachts.com)

**LOA:** 213' 3" (65m)

**BEAM:** 40' (12.2m)

**DRAFT:** 11' 2" (3.4m)

**DISPLACEMENT:** 1,290 tonnes

**GROSS TONNAGE:** 1,426 GT

**ENGINES:** 2 x 3,385-hp Caterpillar 3516B

**SPEED (MAX/CRUISE):**  
17/15 knots

**RANGE:** 5,500 nm @ 12 knots

**FUEL CAPACITY:** 48,872 gallons

**STABILIZERS:** Naiad zero speed

**GENERATORS:** 2 x 200kW Caterpillar C9; 1 x 350kW Caterpillar C18

**FRESHWATER CAPACITY:** 10,567 gallons

**OWNER AND GUESTS:** 14

**CREW:** 17

**TENDERS:** 25' Novurania,  
28' StanCraft

**CONSTRUCTION:** Steel, aluminum

**CLASSIFICATION:** Lloyd's #100 A1 SSC Yacht Mono, G6 LMC, UMS; MCA (LY2) compliant

**EXTERIOR STYLING:** Stefano Natucci, Benetti

**INTERIOR DESIGN:** Redman Whiteley Dixon, Susan Young Interiors (furnishings)

**OWNER'S PROJECT MANAGER:** Burgess



## Touch and go.

In association with

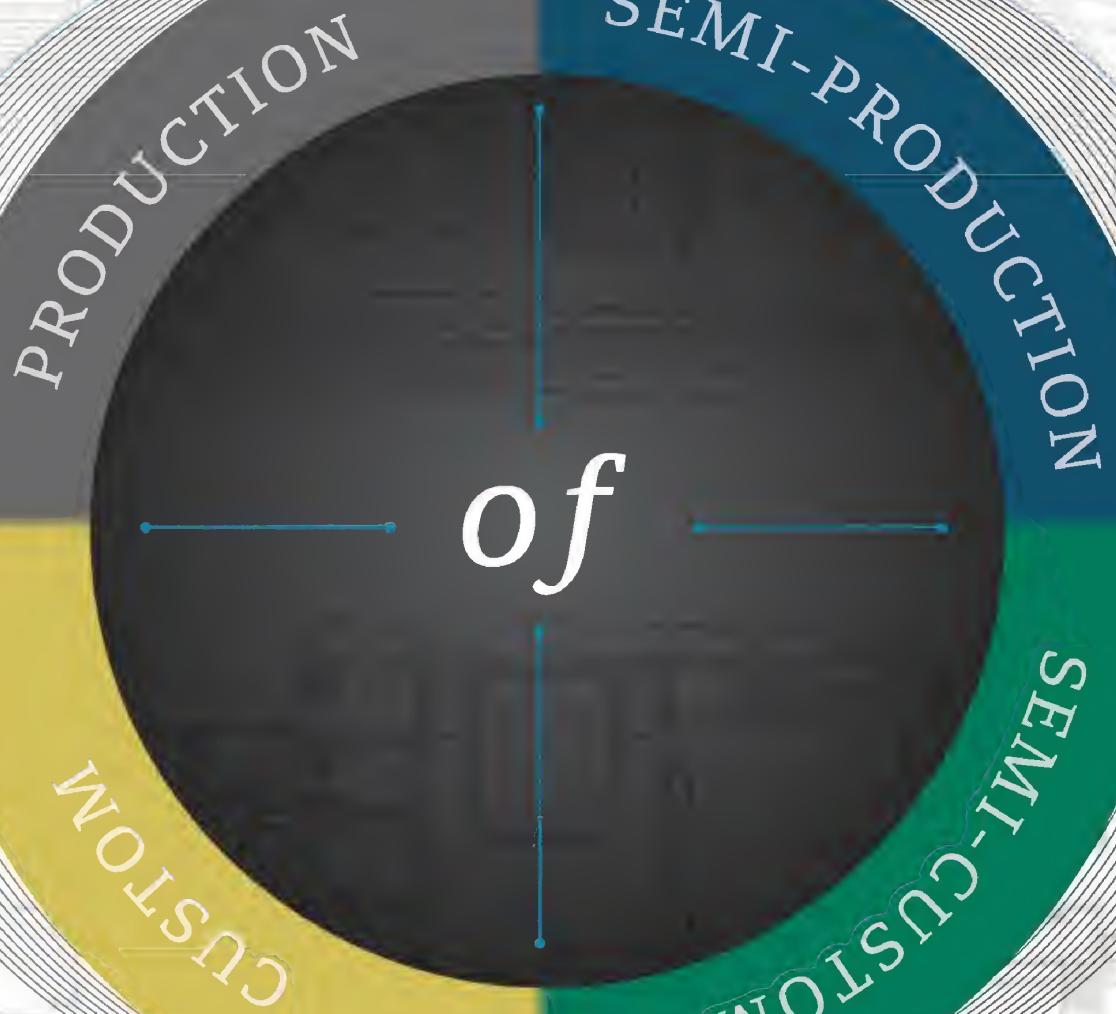


ShowBoats International is now available for the Apple iPad and iPhone, combining the beauty and content of the magazine with the benefits of technology to bring you up to 40% more images plus video and special features.



OCEAN ALEXANDER®

# DEGREES



## CUSTOMIZATION



Horizon PC58



Pacific Mariner 85



Sanlorenzo SL 100



Ocean Alexander 120

## BLURRING THE LINE BETWEEN CUSTOM AND PRODUCTION YACHTS IS A PLETHORA OF BUILDERS THAT MELD CONSTRUCTION EFFICIENCY WITH AN OWNER'S PERSONAL STATEMENT. BUT JUST HOW FAR CAN YOU GO IN MAKING A SEMI-CUSTOM BUILD YOUR OWN?

TEXT BY CHRIS CASWELL

*There was a time, and not too long ago either,* when there were two types of yachts: production and custom. And never did the two meet.

Production yacht builders embraced Henry Ford's theories of efficiency and cost savings, although they didn't quite take it to the "any color you want as long as it's black" point. Buyers could usually pick from pre-selected décor packages with a couple of different woods and color schemes and choose a hull color.

Custom builders, on the other hand, literally started with a blank sheet of paper and the question, "So, what sort of yacht do you have in mind?"

But, as with everything in life, those clear-cut and simple distinctions have become muddied.

On the production side, buyers wanted more choices. After all, they had a multitude of choices when it came to buying a luxury car...why did they only have two color schemes on an expensive yacht? And so the production builders, in an effort to satisfy buyers,

started bending their rules. First it was colors, then it was interior woods, and it wasn't long before buyers were demanding different engines, moving bulkheads and rearranging galleys.

At the same time, custom builders were moving toward production efficiencies. With fiberglass construction, it made economic sense to have a hull mold that still allowed multiple configurations so the owner could enjoy full customization, while the yard could save money by embracing production efficiencies on at least part of the yacht. Adding impetus to this shift were the high-profile boatyards that fell into financial trouble on custom projects—most recent being the bankruptcy of Derecktor Shipyards after building *Cakewalk*, the largest yacht built in the U.S. since 1931.

Today, it's pretty confusing even for industry insiders. So-called production builders are modifying every part of the yacht, while one-time custom builders are offering multiple pre-designed layouts for identical hulls.

Faced with this mish-mash, a yacht buyer should start with some realities. Given that a true production yacht is the least expensive and the completely custom yacht is the most expensive, price is a major factor. Every addition or modification to a yacht adds to the bottom line.

I once asked the owner of a well-known shipyard how he was able to offer such a low starting price for his yachts. He smiled and said, "Change orders. No yacht is ever completed to the original specifications, and those hundreds of change orders—some small and some large—add to the profit margin," he confided. The moral here is to know what you want and then keep the changes to a minimum.

Westport has not only built a reputation but a successful business that has weathered a down market by standardizing its yachts as much as possible. It produces 11 yachts a year from 85 to 164 feet, and it keeps the costs down by pre-selecting the best equipment and systems. "We won't substitute major components such as engines or generators, and all systems, from the stabilizers to the tenders, are chosen because they are right for the yacht," says Phil Purcell, Westport's vice president. "This not only keeps our production costs down, but it gives owners a predictability when it comes to speeds, fuel economy and performance that is reassuring."

Its Pacific Mariner 85, which has been in production for 17 years, is a good example of an all-inclusive package: a proven hull, conservative styling and everything a knowledgeable owner would want from twin gensets right down to the linens, crystal and flatware. It is truly a bring-your-toothbrush yacht. As its yachts grow in size, Westport offers more alternative layout choices, such as a captain's cabin on the bridge of the 130.

At the other end of the scale, Hargrave Custom Yachts CEO Mike Joyce works from the inside out to fully customize each yacht. "Every Hargrave we build is different," he says, adding, "That's our special mission. We start with the customer's needs and desires. We layer in speed, draft and beam requirements and arrive at a set of specifications. At that point, we explain to the client what we already have tooling for, what the design parameters are and then see if that will save them money and time."

Creating semi-custom yachts ranging from 70 to 140 feet, Joyce says that Hargrave can shorten construction times, lower costs and retain superior quality by modifying yachts from existing molds.

Hatteras was once very much a "production" builder, but that has changed to meet the times. "Very few larger yachts leave our yard without some degree of customization," points out Eric Cashion, Hatteras marketing director. "It can be as small as changing the placement of a doorway or as large as the addition of a cockpit to a motor yacht. It's amazing what the designers and craftsmen that make up the Hatteras team can accomplish to meet the needs of each individual customer."

What Hatteras (and every builder we interviewed) won't do is any modification that they consider might weaken the overall vessel, such as moving structural bulkheads or changing key safety features.

At Cheoy Lee Shipyards, Marty Isenberg, director of sales and marketing, says the yard "allows clients a fair amount of customization, but we try not to make any structural modifications. Standard customization includes some degree of layout and machinery. The exterior can offer options such as reconfiguring the aft deck, flybridge or enclosed bridge layouts." Anything that might change the class requirements would be off limits, however.

Princess Yachts, like many one-time production builders, has shifted from a business model where dealers stocked inventory boats to the more financially solid "build-to-order" program. According to the marketing vice president, James Nobel, "The trend has been toward more and more customization. Customers who are willing to wait for a boat typically will take the time to really put their personal touch on the finished product. Princess will not alter bulkheads or structure but, with enough lead time, there are any number of opportunities for a customer to make furniture and equipment changes and even some layout changes. The boats are highly toolled, but we try not to say 'no' too often. At the end of the day, with a product range that spans from thirty-nine to one hundred thirty-two feet, Princess goes from very highly production-oriented models to ones where you expect every boat to be different, such as in our new forty meter."

At Sanlorenzo, which builds in steel, aluminum and fiberglass,

### Cheoy Lee Alpha 76





WorldMags



136' Hargrave Tri-Deck



#### A CLEAR POSITION

"WE WON'T SUBSTITUTE MAJOR COMPONENTS SUCH AS ENGINES OR GENERATORS, AND ALL SYSTEMS, FROM THE STABILIZERS TO THE TENDERS, ARE CHOSEN BECAUSE THEY ARE RIGHT FOR THE YACHT. THIS NOT ONLY KEEPS OUR PRODUCTION COSTS DOWN, BUT IT GIVES OWNERS A PREDICTABILITY WHEN IT COMES TO SPEEDS, FUEL ECONOMY AND PERFORMANCE THAT IS REASSURING." – PHIL PURCELL, WESTPORT VICE PRESIDENT



Princess 32M





Marketing Manager Mario Gornati is succinct about customization, "Excluding the exterior—totally." He notes that the exterior lines belong to the company and to the brand but adds, "We produce tailor-made motor yachts, always different from one another, always unique. Our shipyard's mission is to act as a boutique in the industry, limiting production to a few units each year, all custom-built to the owner's requirements and desires." His final comment sums up the yard best: "It is more like building a villa than buying a flat."

Ocean Alexander has always been a semi-custom builder, says Ray Prokormy, vice president of sales. "We realize that the majority of clients have some specific needs, either in functionality or décor, that they would like to bring to life in their new yacht. We welcome these requests. Our design team at Ocean Alexander has gone to great lengths to provide a variety of layouts and décor choices and, from nearly forty years of experience, we have come up with the best deck plans, including different stateroom configurations, bridge layouts and main deck choices. These options are usually enough to satisfy the client's needs. As semi-custom builders, we can't move bulkheads or significantly change the structure of the boat. But the semi-custom build is an exciting way for the clients to get the boat of their dreams with the reliability and proven engineering of a production motor yacht."

Justin Blue, product manager of Pershing (part of the Ferretti Group, which also includes Mochi Craft and Custom Line), notes, "For the most part, customization is limited to soft goods, décor, predetermined layouts and choices from the options list. In certain circumstances, small changes and customization can be made if thought out early enough. Each and every one of our yachts is inspected and built to RINA Class A standards, so there are many things which may seem simple to change but which may not be acceptable to RINA standards, so we will not make these changes."

Horizon Yachts Director Roger Sowerbutts is positive about their capabilities: "You name it and we will try to accommodate. With twenty-four naval architects and designers in house, changes are far easier, though each change has to be approved to make sure the yacht's integrity is not affected. We probably have ten to fifteen layouts for each model yacht and, from there, clients can cut and paste...or create something new. We try to avoid changing certain structural bulkheads and engine/mechanical specs because many buyers don't consider the practical access and maintenance issues involved, so we try to do that for them. The crews like that!"

Given that any change away from the planned construction of a yacht is going to affect the cost, what can a buyer expect? Because some changes are hard to estimate, a client may have to accept a rather flexible "time and materials" pricing that can change depending on the difficulty. Other builders have more experience with changes, so cost estimates can be set in stone.

At Hargrave, owners know the price up front for the finished yacht (barring any last-minute changes) while at Overmarine, the Italian builder of Mangusta yachts, Patrizia Rovaris says that there are no added



Many builders have display areas where owners can select interior design treatments, but Azimut-Benetti has taken the concept one step further with Yachtique, two purpose-built styling lounges in Viareggio, Italy, that show off a stunning display of materials, fixtures and fittings.

The newest of the two showrooms opened in January 2012 for Benetti owners, while the existing one, less than 200 feet away, is intended for Azimut clients. Created by Benetti craftsmen, the new lounge is filled with fabric samples, woods, leathers, mosaics and marbles, with the goal of providing one-stop shopping. Finished in rich Zebrano wood with a high-gloss lacquer and filled with creamy leather furniture, its casual, elegant feel contrasts with the more modern style of the Azimut lounge.

Yachtique consultants have established relationships with all the major design houses and luxury brands, so the latest collections are on display in both showrooms. The lounges have two areas, the Accessories Lounge, a display area showing off every possible accoutrement from picture frames to silverware and crystal to linens, and the Design Lounge, which allows yacht buyers to immerse themselves in the creative side of design with areas for laying out plans, viewing 3D virtual-reality renderings on large screens and finalizing all details of a new build or refit's exterior styling and interior design.

costs for interior customization as long as the changes are decided before lamination begins on the hull. Sowerbutts points out that because Horizon has considerable experience in many different types of customization, the costs can be set very accurately.

Each builder also responded differently to the amount of time customization adds to the construction time and, of course, it varies depending on the project's complexity. At Ocean Alexander, Prokormy says that any change that will impact the delivery is discussed with the owner at the time of the order so there are no surprises. Hatteras also updates the contract and promised delivery times with their customers. Isenberg at Cheoy Lee adds an important point for clients to remember: changes often depend on how quickly an outside vendor ships a non-standard item, putting time outside the control of the builder.

Sowerbutts notes that a builder's experience with customization can reduce delays as well. He recalls one client who started with an 82-foot series Horizon with three staterooms, three heads and an open bridge. By the time the owner, his friends and his family finished, it had four staterooms, four heads, crew quarters, an enclosed bridge, a custom swim platform and a dive center. But it was still delivered on the same schedule as the standard 82-footer.

A final point about customization: An owner should keep in mind the resale value of the yacht before making changes that they may love but no one

else might want. One broker, who chose to remain anonymous, recalled a 95-footer from a major builder. During construction, the first owner had converted one of the three guest staterooms into an expansive office opening to the master suite. It was perfect for him but, when the boat went on the market, it lingered for years because potential buyers wanted a guest stateroom rather than an overblown library.

But if that's what an owner wants, there is a yard ready to build it. ■

# YOUNG DESIGNER OF THE YEAR

LOOKING FOR YOUR BIG BREAK  
INTO SUPERYACHT DESIGN?

The Young Designer of the Year Award recognizes the achievement of an outstanding young designer and the potential impact of their work on current or future superyacht design.

Entries are invited from current students of yacht design and practicing yacht designers who qualified in 2010 and thereafter. The Award will be judged by an expert panel of high profile superyacht designers and the winner will be invited to accept the prestigious Neptune Award at the ShowBoats Design Awards gala evening in Monaco on 22 June.

The winning designer will receive a prize of €5,000.

Additionally, the winner and top five competition finalists will benefit from a host of incredible opportunities aimed at advancing their early design careers, including complimentary access to the two-day Superyacht Design Symposium and an all-expenses paid trip to visit Lürssen shipyards in Bremen and Rendsburg.

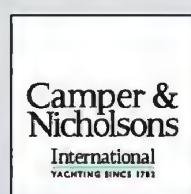
A further discretionary prize, awarded to the highest ranked student of yacht design, will be a two-week work experience attachment in an established yacht design office.

**ENTRIES CLOSE ON 9 MAY, 2012**

For more information on the Young Designer of the Year Award, please contact:

Roger Lean-Vercoe  
Chairman of the Judges  
Tel: +44 (0)1752 881435  
Email: [roger.lean-vercoe@boatinternationalmedia.com](mailto:roger.lean-vercoe@boatinternationalmedia.com)  
[www.showboatsdesignawards.com/young-designer](http://www.showboatsdesignawards.com/young-designer)

Sponsored by



# Manipulating Molecules

GAINING A LARGER FOOTHOLD IN THE YACHTING WORLD, NANOTECHNOLOGY APPLICATIONS ARE MAKING YACHTINGS' FUTURE CLEANER, GREENER AND MORE EFFICIENT.

TEXT BY RICHARD BOGGS

YACHTING IS ONE OF THOSE human endeavors where extremes have become the norm. Recreational vessels have evolved from mere yachts to superyachts and by all indications the upper limit in length is some distance away. Another, perhaps even more remarkable, human endeavor is at the opposite extreme of size—nanotechnology, which is poised to considerably bring down the costs of maintaining and operating these super-sized yachts.

Nano is a derivation of the Greek word for "dwarf." Nanotechnology is the synthesis, design and application of materials as small as a few atoms in length or width. Nano, as a measure of size, refers to a nanometer or one billionth ( $10^{-9}$ ) of a meter. In comparison, a strand of human hair is about 60,000 nanometers in diameter.

Nanomaterials and nanostructures are nothing new. What is new is the technology that allows scientists and engineers to manipulate atoms and molecules, arranging them to produce some remarkable, useful products.

## PAINTS

One of the areas where nanomaterials are generating tremendous interest in the yachting industry is in paints and coatings. On microscopic inspection, even the best multi-component finish is a Martian landscape of craters and valleys. Each imperfection of this visually perfect finish is a trap for the natural nanoparticles found in airborne contaminants such as smoke. Water molecules in the air quickly penetrate





**Nanoparticles can make paint cling to itself and the hull the same way a gecko clings to a window.**



the finish, and sooner than any owner desires the bill for another million in paint work seems to be due.

But nanotechnology provides a new box of tools that promises to extend paint life and reduce hull maintenance beyond anything ever before imagined.

Because nanoparticles are so small, some scientists consider them as a distinct state of matter with their own unique properties. In the simplest sense, they can function as crack fillers or barrier materials. Fundamentally, the particles each exhibit electrical charge properties that produce an attraction far stronger than the much larger particles that make up standard paints or coatings. Nanoparticles can make paint cling to itself and the hull the same way a

gecko clings to a window. This unique phenomenon actually makes some coatings "self healing" in that minor physical damage such as scratches or abrasions will use natural forces to restructure the damaged area and restore finish and corrosion resistance.

Confucius said, "Be a lotus." That advice was based on one of that plant's most remarkable characteristics—no matter how dirty its surroundings, the first drops of rain wash it immaculately clean. For thousands of years, no one, scientist or philosopher, was able to explain this. Thanks to the scanning electron microscope, scientists discovered that a lotus leaf (and a butterfly's wing) maintains its squeaky clean surface by keeping water and dirt at "arm's length." The surface of a lotus leaf is covered with nano-sized water-repellent bumps and a waxy material that prevents moisture from "wetting" the leaf. Dirt and other contaminants, including bacteria, adhere to the water droplets and are held away from the leaf's surface.

This phenomenon has tantalized materials scientists, but only recently has nanotechnology provided materials that can duplicate the lotus's

self-cleaning properties. While truly self-cleaning paints won't be reducing a deckhand's workload in the very near future—lotus-like coatings currently available are easily damaged by abrasion, even oily fingerprints—there are "easy to clean" coatings available now. These work not by holding water and dirt away from the surface, but instead coat the surface with a layer of nanoparticles that fill all the peaks and valleys found on even the smoothest looking surface. Although not quite self cleaning, the water and labor required to remove what little dirt does adhere is greatly reduced compared to standard coatings and is just as durable.

#### ANTIFOULING

Conventional antifouling techniques are based primarily on two approaches—paint that contains dispersed particles of organocopper compounds that are poisonous to marine organisms attempting to

cling to the yacht's hull and non-stick coatings that prevent organisms from gripping the hull's surface.

Biocidal formulations are being phased out (i.e. the now-banned tributyltin bottom paint) because the compounds used can be lethal to other marine life, even in extremely low concentrations. But because nanoparticles can tightly lock biocidal compounds to their surface, they can be encapsulated within or bound to the surface of the lattice of what are called dendritic nanostructures. When these structures are combined with non-stick or slippery antifouling coatings, the biocidal action occurs only when an organism is in direct contact with the tightly bound compound. The release of toxic chemicals to surrounding seawater is virtually eliminated while highly effective antifouling properties persist for much longer periods than existing systems.

#### CONSTRUCTION

This same property of electronic attraction and "crack filling" used in paint applications make it possible to use nanomaterials to produce "nanocomposites" with structural qualities that far exceed conventional layups. Columbus, Ohio-based Zyxex Technologies proved



**The use of carbon nanotube reinforcement is credited for a 75 percent weight reduction while also improving the structure's strength and durability.**



U.S. NAVY UNMANNED SURFACE VESSEL

# eco TECHNOLOGY

the concept by building an Unmanned Surface Vessel for the U.S. Navy using carbon nanotube-reinforced carbon fiber composite construction. According to the builder, the 8,400-pound vessel would have weighed more than 40,000 pounds if constructed using conventional fiberglass techniques. This weight reduction alone reduced the fuel consumption from an estimated 50 gallons per hour for the glass version to 12 gallons per hour at 25 knots. The use of nanotube reinforcement is credited for this 75 percent weight reduction while also improving the structure's strength and durability.

The same properties that give nanoparticle-containing coatings "self healing" properties provide nanocomposite



**Future superyachts might be fueled by natural gas stored in nanoparticle-reinforced tanks, to produce electricity stored in a next-generation lithium-ion battery fitted within a gleaming hull that slides effortlessly through the water, leaving no toxins in its wake.**

materials with remarkable abilities to resist the stress cracking often seen in areas of stress concentrations on conventional fiberglass construction. On a larger scale, strong electrical bonds between nanoparticles resist potentially damaging cyclic loads. This process effectively counters the forces that otherwise would cause delamination or cracking, and it's this characteristic that allowed Zvex to reduce structural weight to such a large degree without sacrificing strength or durability.

#### FUEL ADDITIVES

Among the fast-growing applications of nanotechnology in yachting is the use of metallic oxide fuel additives to reduce production of diesel exhaust soot and to reduce fuel consumption. A very small amount of cerium oxide nanoparticles is introduced to the fuel where it becomes evenly dispersed. When the fuel is burned, the cerium nanoparticles transport oxygen from oxygen-rich areas of the cylinder to oxygen-poor areas, thereby providing much more complete combustion and greatly reducing soot production and fuel consumption.

Cerion Energy has used this technology to produce its

GO<sub>2</sub> Diesel Fuel Optimizer. In 2011, it conducted independent third-party testing of the additive on two superyachts and the results are significant. *Big Fish*, a 148-foot expedition-style yacht, showed an 11 percent improvement in fuel economy and a 20 percent reduction in soot. Observed on the 203-foot motor yacht *Apogee* were a 14 percent improvement in fuel economy, a nine percent reduction in soot and a 20 percent reduction in greenhouse gas emissions.

#### FABRIC TREATMENT

Titanium dioxide, the substance that makes white paint bright and adds blocking power to most sunscreens, has another remarkable property—it's a photocatalyst. In the presence of moisture and the sun's ultraviolet light, titanium dioxide nanoparticles catalyze or break down some of the water to produce oxygen radicals (oxygen atoms with an extra electron or two), which are very effective in destroying organic materials like dirt, bacteria, oil and other naturally occurring contaminants. What this means is deck furniture fabric treated or manufactured with titanium dioxide nanoparticles can't be stained by sunscreen and won't transmit odors.

#### BATTERY PERFORMANCE

Although barely on yachting's radar, nanotechnology in energy production and storage is looming large in terrestrial applications.

The most promising and, to date, practical battery chemistry is lithium-ion polymer technology, whose advantages include very high

energy density, low weight, high-power output, fast recharge and discharge without "memory."

As good as lithium-ion batteries are, nanotechnology promises to improve their performance exponentially. A good lithium-ion battery can provide around 400 charge/discharge cycles before its capacity drops to about 80 percent of its maximum capacity. In a marine application, such as a large yacht that depends on a battery for propulsion and hotel power, that might mean a short and very expensive lifespan. But the performance of a lithium-ion battery depends on the surface area of its plates, and a polymer electrode comprising nano-sized lattices can hold an enormous amount of active material when compared to conventional plate materials. This means that batteries in the near future may be capable of up to 40,000 cycles when the technology developed by Stanford University researchers is commercialized.

•••

As our yachts become larger, we can look to the smallest man-made components to provide enormous improvements in efficiency, performance and reduction in maintenance. The next generation of superyachts might be fueled by natural gas stored in nanoparticle-reinforced composite tanks, to produce electricity stored in a next-generation lithium-ion battery compactly fitted within a gleaming white hull that slides effortlessly through the water while leaving no toxins in its wake. ■



# WorldMags



*"Since we have been using GO<sub>2</sub> we have had virtually no soot problems."*

Captain Damon Smallwood  
M.Y. Incognito

*"...it was a very good decision to purchase GO<sub>2</sub>."*

Doug Deason  
M.Y. Apogee

*"...we found that it helped reduce the amount of soot that would normally be on our hull. Additionally, when we arrived in Shelter Bay Panama, we found it much easier to clean the hull after having the additive GO<sub>2</sub> in our fuel."*

Captain Paul Stengel  
M.Y. Odyssey

*"A fourteen (14) percent improvement in vessel fuel economy over baseline was observed while M.Y. Apogee was operating with the GO<sub>2</sub> diesel optimizer, which is consistent with other tests performed and analyzed by Emisstar for this combustion catalyst technology."*

Emisstar LLC, Third-Party In-Field Fuel and Emissions Testing Firm

## Introducing GO<sub>2</sub> a Revolutionary Nanotechnology-based Diesel Fuel Additive.



8 to 14% less fuel



Up to 40% less soot



Up to 70% less diesel fumes

[yachting.cerionenergy.com](http://yachting.cerionenergy.com)

Orders to the Americas, Caribbean, and territories outside of Europe can be placed online at [yachting.cerionenergy.com](http://yachting.cerionenergy.com), by emailing [yachting@cerionenergy.com](mailto:yachting@cerionenergy.com), or by calling +1 585 271.5630 ext 115.

Orders for Europe can be placed online at [ecosuperyacht.com](http://ecosuperyacht.com) or by calling +44 33 33 447 111.



Manufacturer of GO<sub>2</sub>. Sole distributor to the Americas, Caribbean, and territories outside of Europe.

Sole distributor of GO<sub>2</sub> to the European yachting market



**eco**  
TECHNOLOGY

# Powerful Technology

WHILE HYBRID POWER SYSTEMS HAVEN'T YET MET WITH WIDESPREAD ACCEPTANCE IN THE YACHTING INDUSTRY, A NEW SYSTEM FROM NORTHERN LIGHTS COUPLED WITH BATTERY IMPROVEMENTS MAY MEAN THE NEXT GENERATION OF YACHTS WILL BE ABLE TO INCORPORATE TRULY USEFUL HYBRID POWER TECHNOLOGY.

TEXT BY RICHARD BOGGS

Energy is held in a series of battery packs and metered through a power control system. The traction motor provides power to the prop, while energy is stored for efficient usage.

FAIRBANKS, ALASKA, is probably pretty far down the list of things that come to mind when an owner or designer thinks about the specifications for a new superyacht, but the residents of Fairbanks and charter yacht guests have at least one thing in common—when the lights go out, life very quickly becomes uncomfortable. Fortunately for yacht crew and guests, losing electrical power at -50°C is highly

unlikely. It is equally unlikely that anyone who charters a superyacht would consider a blackout of any duration a passing inconvenience.

Losing electrical power in Fairbanks was once a common occurrence. To reduce the number of blackouts, Golden Valley Electric Association installed a giant Uninterrupt-

able Power Supply dubbed "BESS" or the Battery Energy Storage System. With 13,760 rechargeable nickel-cadmium (NiCad) cells, BESS holds the world record for the largest and most powerful battery bank. BESS can discharge up to 46 MW (46 million

watts) into the grid for a short period but is designed to provide 27 MW for 15 minutes, the time required to start a gas turbine standby generator and place it online. When a power loss occurs, the only people who know about it are Golden Valley's

engineers. The transition is transparent to consumers.

Losing electrical power on a large yacht, even when off charter, can be much more than a temporary inconvenience. An unplanned loss of electrical power may create the first link in a chain of seemingly unrelated equipment problems that might not manifest themselves until days, weeks or even months after power is restored. A modern yacht's electrical power distribution system is among the most complex of all installed systems and a "perturbation" in one part might damage sensitive electronic components not even associated with the source of the original fault.

Supplying a steady flow of "clean" electricity at the correct voltage and frequency is of critical importance to modern communications and control systems. Electrical power is affected by all of the "consumers" on the distribution system. Starting and stopping heavy loads such as stabilizer pumps, air-conditioning compressors and some laundry equipment can cause large momentary changes in voltage and frequency to produce what electrical engineers call "dirty power," which is the source of many, if not most, otherwise unexplained problems with a yacht's electronic equipment.

Electrical power generation and distribution on large yachts seems to be as much art as science. Even if a yacht is delivered with generator capacity perfectly matched to demand, normal alterations and refits often increase and occasionally even decrease power requirements to the point where one generator



Most sailing yacht owners harbor a sly smugness that their pastime and their mode of seagoing transportation approaches carbon neutral. But once tied to the dock, many good intentions fade in the power-hungry reality of luxury living ashore. Enter Dr. Ed Bosarge and his wife, Marie, owners of the sailing yachts *Tenacious* and *Marie* and now an entire Bahamian island that runs on its own grid of renewable energy.

It's so efficient that it actually offsets the annual carbon dioxide output of both yachts. To date, the system has offset more than 600 tons of CO<sub>2</sub> and should avoid the production of more than 950 tons annually, double the annual emissions from their two yachts.

Over Yonder Cay, which was completed in March 2012, is approximately 70 acres and encompasses four villas, a boathouse and seaplane base, a deepwater marina, pools and numerous support buildings entirely powered by wind and sun. Located in the Exuma chain near Sampson Cay and Bell Island, the island sits on the edge of North Cut.

When the Bosarge Family Office purchased the island, the idea was to develop it to be independent of diesel fuel. "My first thought was to set up the island to run on ammonia gas," says Bosarge. Converting large diesel generators, vehicle engines and outboards to burn liquid ammonia, however, proved a bit more difficult than powering the island with wind, sun and storage batteries.

More than 1,200 Evergreen cells are arrayed in the solar field, putting out 260 kilowatts per hour of DC power at peak output, which is sent to the inverter room for conversion to 480V AC power. The three permanent magnet wind turbines each pump out a maximum of 100 kilowatts of AC power. The island is set up on a 13,200V

grid with all utilities buried well underground. A computer-controlled system either pulls the AC power directly or triggers stored DC power from the batteries to flow through an inverter for use. All unused power is fed to the storage batteries, and Bosarge says the entire island could run for several days on the battery power alone. By comparison, a neighboring resort island burns through \$1.8 million in diesel annually to power the island. Bosarge says he will recoup his alternative energy investment at Over Yonder in about four years.

Unless the island is in full party mode, the wind and solar farms are putting out more power than can be used or stored, and one of the wind generators is taken offline once the batteries are full. "It drives me crazy to waste power," says Bosarge. "We are planning to load bank our extra energy by creating a five hundred and fifty thousand-gallon cistern and bring an additional twenty thousand-gallon watermaker online. Watermakers are the most power-hungry devices on the island. If we make water with the extra power we have during the windy spring months, we can store it for the summer when the winds are light."

Over Yonder's inverter house—a concrete bunker—contains 540 2V flooded lead-acid 2,500ah storage batteries, each weighing 330 pounds. "We looked at lithium-ion and glass mat batteries, but both of those need to be cooled, and when we were getting started, we didn't know if that was feasible," says Mike McGuire of Hurricane Hill Development Corp., the engineer behind the design and installation. "This system is infinitely scalable and when we replace the batteries in the normal course of events, we may switch to glass mat batteries, which will allow us to stack the batteries and thus double or triple our capacity."

While Over Yonder Cay is the first such alternative power hybrid island in The Bahamas or Caribbean, when planned water turbines are placed on the edge of the North Cut, it will be the first in the world to draw and balance power generation from three renewable sources. "Water turbines are more reliable than wind; two to three knots of current courtesy of the moon gets us the output of twenty knots of wind," says McGuire. — MARILYN MOWER

is marginally capable of handling the load, but placing a second unit online means both are significantly under-loaded. Overloading a single generator is unacceptable at any time, but engineers and owners are beginning to understand that under-loading can be equally costly.

Recent improvements in storage battery technology related to the development of hybrid power systems for the automotive industry have created a shadow market for marine hybrid propulsion systems. But to date, very few systems appear to have met with widespread acceptance, partially due to high initial cost and limited performance. The 2011 introduction of a marine version of the highly successful BAE Systems' HybirdDrive terrestrial drive system by Northern Lights, the Seattle-based manufacturer best known in the yacht market for its marine generator products, may provide a glimpse into the future of superyacht electrical power. How successful it will be for propulsion remains to be seen, but the technology it incorporates should have a far-reaching influence in future yacht designs.

## Attempts to market hybrid power systems in the marine market seems to be a near miss of the one area where it would benefit the most, not in propulsion but in electrical power generation and distribution.

Called the Northern Lights Hybrid Marine system, it utilizes a diesel engine to drive a generator that supplies electricity to a propulsion motor. If the power required to drive the yacht is less than that available, excess power is stored in a battery until needed. That description is accurate as far as turning a propeller is concerned but ignores several features that might lead designers down a completely different path with regard to electrical power generation and distribution on large yachts. The system is unique among its current competitors in that it does not transmit mechanical power from the engine to the propeller shaft. This means that the diesel engine and its attached generator can be mounted where and how they best fit.

So far, none of this is much different than diesel-electric propulsion systems that have been used to drive ships for over a century and at first glance is identical to the system used to power World War II submarines. As in those submarines, diesel engines produce electricity to power an electric drive motor and charge batteries. When the engines are shut down, energy stored in batteries is used to power the motors. What sets Nothen Lights' system apart from similar offerings, and should make it much more

interesting to designers, is the generator produces alternating current that is rectified to direct current to charge the battery. Direct current from the battery is converted back to alternating current to power the motor. While this might sound like an energy wasting exercise, it is if we only consider propulsion. The potential to scale up the storage side of the system and extract electrical power for use on the yacht's power grid more than offsets the losses inherent in a marine propulsion-only installation.

A large component of storage battery performance is based on the chemical reactions that either produce electricity under load or reverse to store electricity when undergoing a charge. The amount of power that can be stored, how quickly that power can be extracted and replaced, how many times that cycle can be repeated and how large and heavy a battery is related to the amount of power it stores are all measures of battery performance and, along with cost, determine its suitability for use in a marine propulsion or power system. If we use the familiar lead-acid storage battery as a baseline measure of performance, the potential benefits offered by development of lightweight and high-power lithium-ion batteries become clear.

A lead-acid battery will provide about 180 watts per kilogram. If the battery is discharged down to about half its capacity or depth of discharge, it might accept up to 800 recharges before its capacity drops too low to be useful. A storage battery's useful life is considered

finished when its capacity drops to 80 percent of that of a new battery. The latest lithium-ion battery technology will deliver about 2,400 watts per kilogram and has a useful life approaching 3,500 charge/discharge cycles.

The heart of the HybirdDrive system is a lithium-ion Nanophosphate battery developed by Waltham, Massachusetts-based A123 Systems. The performance of any storage battery is related to the surface area of its active components, the plates and the electrolyte. That is why a large battery can supply a lot more energy than a small battery that uses the same chemistry. When scientists discovered the means to "nano-ize" the phosphate material used in the cathode (the positive plate) they were able to exponentially increase the active surface area and create a storage battery with a capacity and lifespan never thought possible just a few years ago.

Thanks to the efforts of automotive and utility power engineers, hybrid power systems are quickly becoming a robust and highly efficient means to supply electrical power on the road and in the home. Attempts to market that same technology in the marine market seems to be a near miss of the one area where it would benefit the most, not in propulsion but in electrical power generation and distribution. The same technology that keeps the lights on in Fairbanks should be used to reduce the costs and environmental impact of the yacht industry. ■

# THE RENDEZVOUS *in Monaco*

THURSDAY 21 JUNE – SUNDAY 24 JUNE, 2012

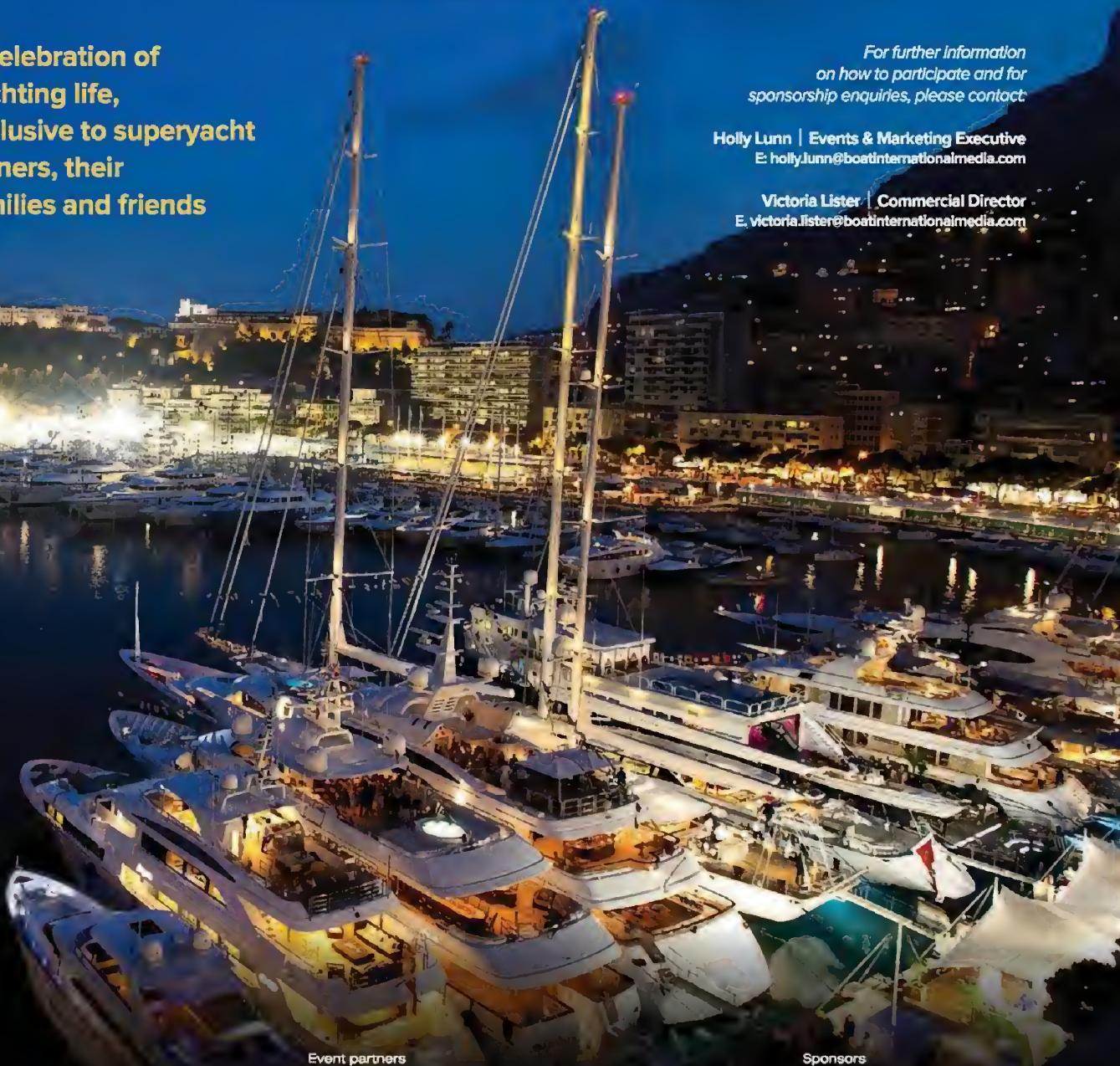
[www.superyachtrendezvous.com](http://www.superyachtrendezvous.com)

**A celebration of  
yachting life,  
exclusive to superyacht  
owners, their  
families and friends**

*For further information  
on how to participate and for  
sponsorship enquiries, please contact:*

**Holly Lunn | Events & Marketing Executive**  
E: [holly.lunn@boatinternationalmedia.com](mailto:holly.lunn@boatinternationalmedia.com)

**Victoria Lister | Commercial Director**  
E: [viktoria.lister@boatinternationalmedia.com](mailto:viktoria.lister@boatinternationalmedia.com)



Event partners

**TRINITY**  
YACHTS

**Benetti**  
ITALIAN EXCELLENCE SINCE 1873

**LURSSEN**

**FEADSHIP**  
ROYAL DUTCH SHIPYARDS

**SAS**  
SKYNET AVIATION GROUP

**M**  
PORTO MONTENEGRO

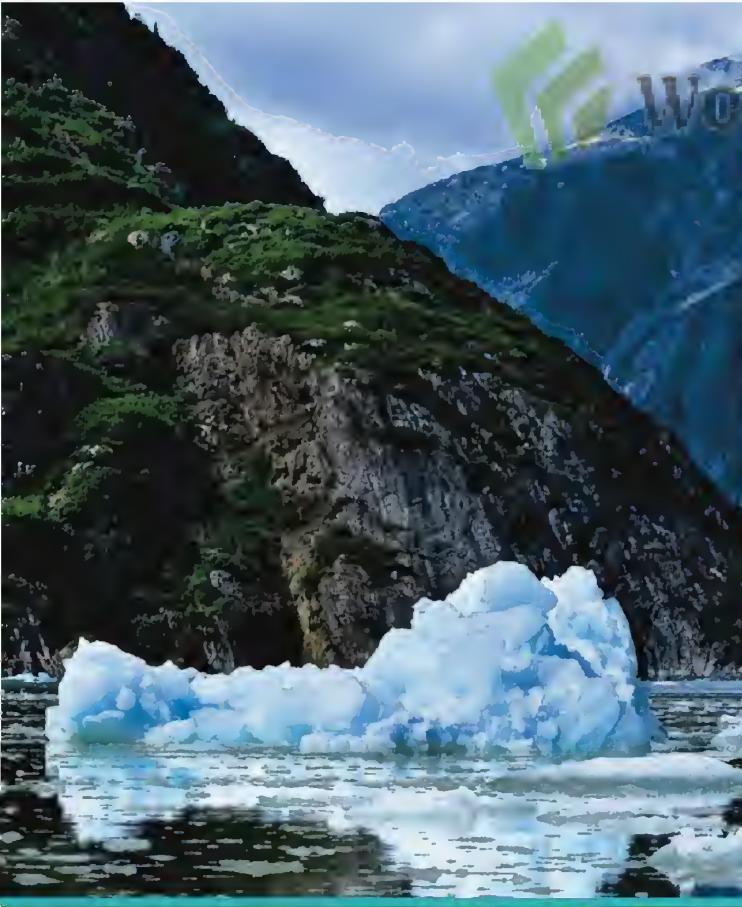
Sponsors

# NATURE *immersion*

WHALES AND BEARS, SOARING EAGLES AND SPAWNING SALMON—CRUISING OFF THE BEATEN PATH IN SOUTHEAST ALASKA BRINGS CHARTER COMPANIONS OF A DIFFERENT KIND.

TEXT BY KELLY SANFORD PHOTOGRAPHY BY SHARON RANKIN





AS OUR PLANE APPROACHED THE GASTINEAU CHANNEL, near Juneau, Alaska, we were overjoyed to see clear skies all around us. Summers in Alaska can be a mixed bag; some days may be foggy, soggy and cold while others are a delightful amalgam of cool sea breezes tempering warm, dry air under cloudless skies. Luckily, our forecast was the latter.

Our host yacht, *Shogun*, was waiting in Auke Bay, Alaska, a small fishing village just north of Juneau. *Shogun* is a 1993 Flagship designed by Jon Overing, originally christened *Bon Bon*. True to Overing's style, the boat has traditional lines and a solid sea-boat construction. After spending its early years as a Florida-Bahamas boat, in 1996 she underwent a substantial refit that included a 10-foot extension designed by Overing. It nearly doubled the outdoor spaces and added touch-and-go helicopter capability. When the yacht re-launched in 1997, it was ideal for intrepid travel. In 2005, *Bon Bon* was sold to a U.S. West Coast businessman who updated the interior finish and renamed her *Shogun*. Now permanently based on the Pacific Coast, *Shogun* has become one of the most sought-after charter yachts in Alaska.

As the deck crew brought our luggage aboard, Chief Stew Trish and her second stew, Tara, whisked the children downstairs to show them their cabins and go over "The Rules." Auke Bay is not a fancy marina by any stretch of the imagination, but it is one of the most reliable spots to see the latest launches coming out of the Westport, Christensen and Delta shipyards. We couldn't resist making a detour down the dock to get a first glimpse of two new launches making maiden voyages in Alaska. By the time we returned from our walk, the children had already discovered a chest of dress-up clothes provided by the crew, which had now swollen to include two pirates and a princess pirate.

Relaxing on the aft deck, we had not been underway for more than 20 minutes when the boat's engines suddenly went to idle. From the aft deck, we could hear the children shouting and running about on the sun deck overhead—a clear violation of Rule Three! As we ascended the stairs, a prolonged thunderous exhale could be heard and again the children squealed with "There's another whale!" The boat coasted in idle as four massive humpback whales passed us by, diving down on one side of the boat and then eventually popping up again with another loud exhale behind the boat, in front of the boat, on the other side of the boat—each time, we would all race to catch another glimpse or photograph before they dove again. Then, as suddenly as they appeared, they disappeared and we continued on our way around the tip of Admiralty Island.

With flat calm conditions, we enjoyed an elegant meal underway as we traveled up a long narrow passage. The children were already in bed asleep when we finally dropped anchor in a gorgeous, secluded bay just as the sun was begging to set...at 10 p.m.! We sat bundled under blankets on the sun deck listening to jazz and watching bald eagles soaring overhead then diving down to catch salmon.



these pages

Southeast Alaska's beautiful mountainscapes are enhanced by waters teeming with wildlife such as orcas, crab and salmon, making for an unforgettable charter filled with hiking expeditions, fishing and bear and whale sightings.

Intermittently, salmon would burst out of the water like popcorn as they funneled their way to the mouth of a creek on shore. In the distance, sea lions could be heard barking from a rocky outcrop just off the beach. It was an evening surreal in its perfection.

The next morning, the crew had already weighed anchor before we woke. Feeling guilty about our decadent dinner, I left my companions to enjoy breakfast and instead grabbed a cup of coffee and joined the captain, Mike Finnegan, at the bridge. As we chatted about the day's agenda, the captain reached for his binoculars and trained them on a patch of disturbed water about a half mile ahead. "It looks like we may have orcas," he said. He slowly pulled the throttles back and altered course to improve our perspective. Reaching for a handheld radio, he announced to the crew, "We have orcas to starboard." The crew passed out binoculars and we watched fascinated and fearful as the orcas lunged out of the water in pursuit of their own breakfast. It was real and it was raw, and it was all right there in front of us. National Geographic Channel, eat your heart out.

When we arrived at our anchorage later that afternoon, the mate announced to the children that it was time to go fishing. Once again, Trish and Tara disappeared below decks with the kids. This time when they came up they were all wearing pint-sized Grundéns, the

**It was real and it was raw, and it was all right there in front of us. National Geographic Channel, eat your heart out.**



WorldMags





WorldMags  
.net





## We felt like we were playing a starring role in a fair-weather spoof of "Deadliest Catch."

waterproof, neon orange overalls that are the uniform of all Alaskan fishermen. While the children had been changing, the crew had readied *Shogun*'s tender with everything we needed to set traps—or in proper Alaskan argot, "pots"—for Dungeness crabs. As the tender pulled away from *Shogun*, we felt like we were playing a starring role in a fair-weather spoof of "Deadliest Catch."

Heading back to the boat after "leaving our gear to soak," we came upon a salmon seiner busily deploying his net. Keeping our distance so not to interfere, we watched as the seiner worked in tandem with a smaller boat to spread the net in a giant circle around the boiling fish. Intent on having fresh fish for ourselves, we returned to *Shogun* just long enough to get the requisite gear and a few bags of frozen herring to go after the salmon. After a full afternoon of fishing, we returned triumphant with two keeper king salmon and eight fat silvers.

Exhausted, the children did the unthinkable, they actually napped as we showered and changed while the chef prepared our catch. At dinner we ate a marvelous salmon tartare before enjoying a main course of beautifully grilled salmon with fresh herbs, lemon and olive oil. The children devoured fish sticks made from our salmon and served with a sticky sauce made from reduced root beer and honey. This marked the precise moment in time our children went



from salmon haters to salmon lovers.

The following morning, the crew were making preparations to go back and pull the crab pot before we departed the anchorage when we could hear the low drone of a seaplane overhead. "Just in time," I thought as the plane made a sharp turn and landed effortlessly behind the boat. While *Shogun* was making the run to Chatham Strait, I had made arrangements for my husband and I to fly to a mountaintop lake where we would fly-fish for cutthroat trout. Our pilot took us over the mountaintops and through a glacial pass before landing at the lake. Within minutes, we were casting and catching.

When we rejoined *Shogun*, the boat was anchored at the base of a roaring waterfall. Our travel companions regaled us with tales of yet another humpback whale encounter they'd had along the way, and the children explained the nuances of bubble feeding to us. We had worked up quite an appetite and feasted on a mountain of freshly caught Dungeness crab for dinner.

The next morning, we were all feeling the need to burn off some of the clarified butter calories we consumed the night before. Captain Mike was happy to oblige us with a trip to a tiny village with a population that barely broke double digits. Jordan, our first mate, led us on a hike through the woods that brought us to a natural hot spring that welled up at the edge of a river fed by glacial runoff. After a beautiful swim and a hike, we returned to *Shogun* and were again underway. That evening, we found ourselves in another breathtaking cove where we were finally able to spot the bears we had been worrying about on our hike. Five brown bears jockeyed for position along a fast moving rip of water where they adeptly intercepted spawning salmon.

The following morning surprised us with a mother black bear and two adorable cubs fishing along the same creek occupied by the much larger brown bears the night before. Getting back underway through the Frederick Sound we had yet another encounter with bubble feeding. As we watched, a small pod of humpbacks strategically worked as a team to encircle a school of herring with bubbles before erupting from the water with their massive mouths agape. I could not help but be reminded of the seiner we'd seen the day before.

To pass the time, we slowed to drifting speed and the crew rigged bait for halibut. We were sitting on the aft deck enjoying lunch when the line started screaming out of one of the reels. The reels clearly did not respect Rule Three any more than the children did, who were all shouting, "Fish-on! Fish-on!" After a few hours of fishing, we'd caught 12 halibut weighing between 40 and 60 pounds each. The last fish of the day was a massive female that weighed more than 100 pounds. We let her go to make more halibut for future forays. My biceps cramped for weeks after that battle...but it was worth every Advil.

Our final full day aboard *Shogun* would take us to Tracy Arm. As we slowly picked our course along the fjord, the channel began to narrow. Tiny white icebergs, which had passed us by, gave way to larger icebergs the color of window cleaner. Seals lounged on the

### these pages

While *Shogun* sits idle in Tracy Arm, guests and crew witness quite a show as huge slabs of ice break off the glacier and hit the water. Later, the guests bring back a hunk of ice to cool their cocktails.



## fact file

**CAPITAL:** Juneau

**STATE POPULATION:** 722,700

**TIME ZONE:** GMT -9

**CLIMATE:** Temperate rainforest. Rain gear and rubber boots are recommended.

**WHEN TO GO:** Mid-June to early September

**GETTING THERE:** Juneau International (JNU), although some areas are only accessible via chartered plane, seaplane or boat

**YACHT ENTRY:** Foreign vessels over 400 GT must have an Alaska Certificate of Financial Responsibility (AK COFR) and an Alaska Non Tank Vessel Response Plan (NTVRP) in addition to the US COFR and US NTVRP if over 300 GT. Foreign pleasure craft 65 to 175 feet LOA should apply for a pilotage exemption 15 days prior to arrival. Vessels over 175 feet must hire a pilot full time. Foreign chartered yachts cannot obtain a pilotage exemption.

**JUNEAU DOCKAGE:** All public slips are assigned by the Harbor Master. Tel: (907) 586-5255 or VHF 16.

**Intermediate Vessel Float:** Provides 800 feet of moorage downtown.

**Harris Harbor:** Limited moorage is available when permanent tenants are out; first-come, first-serve.

**Auke Bay Harbor:** Located 12 miles north of Juneau. The Don D. Statter

Harbor facilities provide 6,000 feet of transient moorage for boats up to 200 feet in length; first-come, first-serve.  
Tel: (907) 789-0819

**YACHT AGENT/PROVISIONING:**  
Yacht Services of Alaska  
[www.yachtservicesofalaska.com](http://www.yachtservicesofalaska.com)

**TOURISM:** [www.travelalaska.com](http://www.travelalaska.com)

### CHARTERING SHOGUN:

Northrop & Johnson  
Tel: (954) 522-3344  
Email: [charter@northropandjohnson.com](mailto:charter@northropandjohnson.com)  
[www.northropandjohnson.com](http://www.northropandjohnson.com)  
Summer rate: \$69,000 per week, plus expenses

floating ice and tiny porpoises raced up to ride our bow wake. As we leaned over the bow rail watching the porpoise, we heard the captain shout, "Up ahead!" There, in front of us was an enormous wall of blue ice, the front edge of an immense glacier.

Floating idle for some time at a safe distance, we heard loud cracking that sounded like a tree falling. "Get your cameras ready," Finnegan said with excitement in his voice. As the cracking noise began to echo through the silence of the fjord, a wide pillar of ice suddenly gave way, crumbled off the ice wall and crashed into the water below. Chunks of ice as big as delivery trucks plunged into the water. Moments later came the wave, a single swell in the lake-like calm around us that pushed its way past us and then continued out the fjord. Magical.

The crew launched the inflatable so we could explore the ice field.

We brought back a hunk of ice about the size of a basketball, which Trish used to prepare a Tracy Arm cocktail with fruit juice, champagne, blue Curaçao and tiny chunks of our glacier. We paddled along the glacial ice in kayaks and on paddleboards enjoying our last hours of glorious weather and scenery before heading back out of the fjord. With fog and rain forecast to set in overnight, we made way for the dock at downtown Juneau.

As a final farewell, we invited the crew to dinner at the Hangar on the Wharf. From the window, we watched the last floatplane tour of the day land. Tied at the dock beside us, *Shogun* now seemed tiny next to the half-dozen cruise ships docked along the seawall. Only then did it occur to us that this was the first time we had seen anything other than fishing boats since we had left Auke Bay nearly a week ago—it had been perfect. ■



WORLD MARINAS

GOLD SPONSORS

PROTEKSEN TURQUOISE  
YACHTS INC

RMK MARINE

SILVER SPONSOR



AWARD SPONSORS

ALLOY YACHTS

[ANT]  
ADVANCED NEW TECHNOLOGIES  
A FUNA Company

Baccarat

CLYDE & CO  
the superyacht law firm



PERINI NAVI



PORTO MONTENEGRO

TANSLI



SeturMarinas

# The World Superyacht Awards

5 MAY 2012  
ISTANBUL



For more information, please visit

[www.worldsuperyachtawards.com](http://www.worldsuperyachtawards.com)



LORO PIANA  
SUPERYACHT  
REGATTA 2012



Registration now open for

# LORO PIANA SUPERYACHT REGATTA

4-9 JUNE 2012  
PORTO CERVO, SARDINIA

[www.loropianasuperyachtregatta.com](http://www.loropianasuperyachtregatta.com)



The Loro Piana Superyacht Regatta 2012 is sponsored by



Gold Sponsor

**FITZROY YACHTS**  
NEW ZEALAND



Silver Sponsors

**O Y S T E R**

**PANTAENIUS**  
Yacht Insurance

**SOUTHERN**  
*Wind*

Contributing Sponsors



  
YACHT CLUB COSTA SMERALDA

**BOAT**  
INTERNATIONAL MEDIA



**MAY**

5

**World Superyacht Awards**  
Istanbul, Turkey

12-20

**America's Cup World Series**  
Venice, Italy

16-27

**Cannes Film Festival**  
Cannes, France

17-20

**Adriatic Boat Show**  
Šibenik, Croatia

24-27

**Sanctuary Cove Int'l Boat Show**  
Sanctuary Cove, Queensland, Australia

24-27

**Monaco Grand Prix**  
Monte-Carlo, Monaco

**JUNE**

4-9

**Loro Piana Superyacht Regatta**  
Porto Cervo, Italy

18-21

**Newport Charter Yacht Show**  
Newport, Rhode Island

21-24

**The Rendezvous in Monaco**  
Monte-Carlo, Monaco

22

**ShowBoats Design Awards**  
Monte-Carlo, Monaco

See the full list of finalists on page 96.

6/23-7/1

**America's Cup World Series**  
Newport, Rhode Island

**JULY**

2-7

**Pendennis Cup**  
Falmouth, U.K.

7

**IYRS Summer Gala**  
Newport, Rhode Island



EVENT  
RECAP

LORO PIANA CARIBBEAN  
SUPERYACHT REGATTA &  
RENDEZVOUS

VIRGIN GORDA, B.V.I

PAGE 100

7/27-8/12

**2012 Olympic Games**  
London, U.K.

**AUGUST**

17-25

**Audi Hamilton Island Race Week**  
Hamilton Island, Australia

24-26

**Newport Bucket**  
Newport, Rhode Island

**SEPTEMBER**

3-8

**Maxi Yacht Rolex Cup**  
Porto Cervo, Italy

11-16

**Festival de la Plaisance**  
Cannes, France

19-22

**Monaco Yacht Show**  
Monte-Carlo, Monaco

21

**The Superyachts Launch Party**  
Monte-Carlo, Monaco

9/29-10/7

**Les Voiles de Saint-Tropez**  
St Tropez, France

9/29-10/7

**International Istanbul Boat Show**  
Istanbul, Turkey

**OCTOBER**

6-14

**Genoa Boat Show**  
Genoa, Italy

23-24 **EDITORS' PICK: NEW LOCATION**

**Superyacht Design Symposium**  
Miami, Florida

25-29

**Fort Lauderdale  
International Boat Show**  
Fort Lauderdale, Florida

submit your event to [risa.merl@showboats.com](mailto:risa.merl@showboats.com)

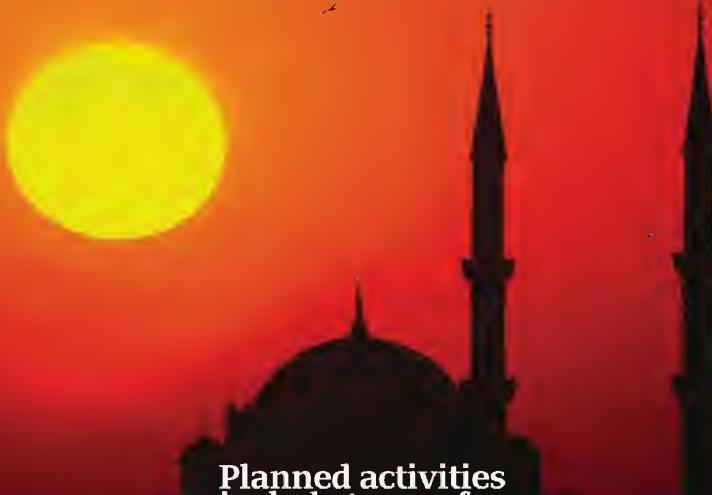
## EVENT NEWS

# Cultural Program Complements World Superyacht Awards

Istanbul is an increasingly popular travel destination, embodying the best of both Asia and Europe with a foot in each continent. An enchanting mixture of the old and the new, the city also boasts a wide selection of modern restaurants, bars and galleries and is fast establishing its place on the fashion scene with upscale department stores and numerous boutiques in addition to the famous markets.

Guests attending the World Superyacht Awards on May 5 are invited to participate in a cultural program in the days surrounding the gala evening, organized by Boat International Media and local partners and sponsors with the assistance of Plan Tours.

The varied program of activities has been planned to assist guests in making the most of their time in this magical city. In addition, there also will be plenty of opportunities to explore Istanbul at leisure. Special accommodation rates at the Çırağan Palace Kempinski are available for the gala evening and the days surrounding the event, and the Kempinski's five-star concierge service is readily available to recommend the region's finest restaurants, spas and other points of interest. To see the full cultural program and to make your bookings, go to [www.worldsuperyachtawards.com](http://www.worldsuperyachtawards.com).



### Planned activities include tours of...



**RAHMI M. KOÇ MUSEUM**  
Dedicated to the history of transportation, industry and communication, the

Rahmi M. Koç Museum educates and entertains tens of thousands of visitors each year. Spread across multiple buildings—themselves prime examples of industrial archaeology—on the shore of the historic Golden Horn, the collection contains thousands of items from gramophone needles to full-size ships and aircraft.



**TOPKAPI PALACE**  
The primary residence of the Ottoman Sultans for approximately 400 years, the Topkapi Palace was the setting for state occasions and royal entertainment. It is one of Istanbul's most popular tourist attractions and contains important holy relics of the Muslim world, including the Prophet Muhammad's cloak and sword, and wonders such as the fifth largest diamond in the world.



**GRAND BAZAAR**  
The Grand Bazaar first opened in 1461 and is now one of the largest covered markets in the world with 60 streets and 5,000 shops. It is well known for its jewelry, hand-painted ceramics, carpets, embroideries, spices and antique shops. Today, the Grand Bazaar houses two mosques, two hammams, four fountains and multiple restaurants and cafes.



**YARD TOURS**  
Three leading Turkish shipyards, Proteksan-Turquoise, RMK Marine and Perini Navi, will be offering superyacht owners and VIP guests the exclusive opportunity to explore their impressive shipyards and facilities in Istanbul, followed by a delicious lunch in a local restaurant. Participation will be strictly by invitation only.

### MARK YOUR CALENDAR

#### WORLD SUPERYACHT AWARDS

May 5, 2012

#### LORO PIANA SUPERYACHT REGATTA

June 4-9, 2012

#### THE RENDEZVOUS IN MONACO

June 21-24, 2012

#### SHOWBOATS DESIGN AWARDS

June 22, 2012



#### MED SUPERYACHT RACING SEASON BEGINS WITH LORO PIANA

First launched in 2008, the Loro Piana Superyacht Regatta will again open the Mediterranean superyacht racing calendar in Porto Cervo, Sardinia, on June 4-9.

Modern and classic, performance and cruising vessels are invited to participate in the fifth edition of this exclusive regatta, which includes five days of exhilarating sailing and a glittering social program.

Organized by the Yacht Club Costa Smeralda and Boat International

Media, the regatta attracts an ever-increasing fleet with 21 yachts already registered to participate in this year's event including the Dubois-designed 148-foot *Salpertron*, 128-foot *Ganesha* and 189-foot *Twizzle*, Reichel Pugh's 82-foot *Highland Fling*, Wally's 94-foot *Open Season* and 94-foot *Magic Carpet*<sup>2</sup> as well as a fleet of Southern Wind yachts.

To see the full fleet and register to participate in the 2012 event, go to [www.loropianasuperyachtregatta.com](http://www.loropianasuperyachtregatta.com).



#### MOTOR AND SAILING YACHTS TO MEET IN MONACO

The picturesque French Riviera provides a stunning backdrop for The Rendezvous in Monaco, a one-of-a-kind celebration of yachting life that brings owners together for four days of fun June 21-24.

A first-class program includes plenty of entertainment for lovers of music, sport, fashion and fine food, as well as the unique on-the-water activities for which The Rendezvous is renowned. Confirmed events include

a cruise-in-company, a private luncheon at glamorous Paloma Beach, the ShowBoats Design Awards gala evening held at the Opéra de Monte-Carlo and the famous Diamonds & White Party in Cap d'Antibes.

Early registration is suggested as participation will be limited to 25 yachts. To register your interest in attending, visit [www.superyachtrendezvous.com](http://www.superyachtrendezvous.com)

For further event information, contact Alexis Davis at +44 (0) 20 8545 9334, [alexis.davis@bootinternationalmedia.com](mailto:alexis.davis@bootinternationalmedia.com),  
or Holly Lunn at +44 (0) 20 8545 9336, [holly.lunn@bootinternationalmedia.com](mailto:holly.lunn@bootinternationalmedia.com).

For Istanbul cultural program enquiries, contact Rachel Alcock at +44 (0) 20 8545 9335, [rochel.alcock@bootinternationalmedia.com](mailto:rochel.alcock@bootinternationalmedia.com).



# 2012 SHOWBOATS DESIGN AWARDS FINALISTS REVEALED

## INTERIOR DESIGN AWARD – MOTOR YACHTS

### Semi-Displacement

YACHT NAME	LENGTH	BUILDER	INTERIOR DESIGNER
<i>Alføs</i>	163' 3"	CBI Navi - Fipa Group	Studio Vafiadis
<i>Carpe Diem</i>	190' 3"	Trinity Yachts	Carol Williamson & Associates
<i>Doubleshot</i>	119' 9"	Tecnomar	Ioanna Marinopoulos
<i>Quinto Essentio</i>	180' 5"	Heesen Yachts	Ken Freivokh Design/Michaela Reverberi
<i>Safari</i>	164'	Heesen Yachts	Rémi Tessier
<i>Shooting Star</i>	124' 8"	Danish Yachts	Art-Line Interiors

### Displacement 30m- 59.99m (98'-196')

YACHT NAME	LENGTH	BUILDER	INTERIOR DESIGNER
<i>Bartender</i> (ex- <i>Namade</i> )	119' 5"	Tansu Yachts	Tansu Yachts
<i>Dorlings Donomo</i>	195' 2"	CRN Shipyard	Arch. Alexandre & Cristina Negoeşti
<i>Juna Too</i> (ex- <i>Lady Trudy</i> )	139' 9"	CRN Shipyard	Zuccon International Project/Centro Stile CRN
<i>Karia</i>	147' 8"	RMK Marine	Design Unlimited
<i>Snowbird</i>	127' 11"	Hakvoort Shipyard	D. Ostrander, ILLUMINUS Design Group
<i>Tald U Sa</i>	145'	Benetti	Moloni Design

### Displacement 60m+ (197+)

YACHT NAME	LENGTH	BUILDER	INTERIOR DESIGNER
<i>Diamonds Are Forever</i>	200'	Benetti	Evan K. Marshall/Usonia V
<i>Imagine</i>	214' 11"	Amels Holland	Tim Heywood Design
<i>Kaiser</i>	196' 10"	Abeking & Rasmussen	Bannenberg & Rowell Design
<i>Musashi</i>	288'	Leadship	Sinot Design Associates
<i>Numptio</i>	229' 8"	Rossi Navi	Salvagni Architetti
<i>Pegaso</i>	241' 6"	Freire Shipyard	Mark Berryman Design
<i>Tango</i>	254' 11"	Leadship	Eidsgaard Design

## INTERIOR DESIGN AWARD – SAILING YACHTS

YACHT NAME	LENGTH	BUILDER	INTERIOR DESIGNER
<i>Akalam</i>	105' 7"	Pendennis	Barracuda Yacht Design/Javier Muñoz
<i>Fidelis</i>	183' 9"	Perini Navi	Perini Navi
<i>Hemisphere</i>	145'	Pendennis	Michael Leach Design
<i>Hetairos</i>	218' 10"	Baltic Yachts	Rhoades Young Design
<i>Sarissa</i>	139' 9"	Vitters Shipyard	Rhoades Young Design
<i>Vertigo</i>	220' 6"	Alloy Yachts	Christian Liaigre Interior Design

**H**AVING RECEIVED MORE THAN 200 nominations for the third annual ShowBoats Design Awards, Boat International Media's team of senior editors were faced with the challenge of reducing the list of entries to a shortlist of deserving finalists. With such quality and innovation of design found among the nominees, this was no easy task. After much consideration, 106 exceptional finalists are now in contention to receive a coveted golden Neptune. They will be presented in front of an international audience of superyacht owners, designers and industry leaders, who will come together to celebrate excellence in yacht design at a prize-giving ceremony to be held at the Opéra de Monte-Carlo on June 22, during The Rendezvous in Monaco.

Details on the judges and information on attending the gala can be found at [www.showboatsdesignawards.com](http://www.showboatsdesignawards.com).

Contact: Hally Lunn  
Events & Marketing Executive  
Tel: +44 (0) 20 8545 9336  
Email: [hally.lunn@boatinternationalmedia.com](mailto:hally.lunn@boatinternationalmedia.com)



## EXTERIOR DESIGN AND STYLING AWARD – MOTOR YACHTS

## Semi-Displacement

YACHT NAME	LENGTH	BUILDER	EXTERIOR STYLIST
Alexander Again	161' 3"	Mondo Marine	Studio Vafiadis
Aurelia	121' 5"	Heesen Yachts	Omega Architects/Dobroserdov Design
Quinta Essentia	180' S'	Heesen Yachts	Omega Architects/Dobroserdov Design
Satari	164'	Heesen Yachts	Omega Architects
Shooting Star	124' 8"	Danish Yachts	Espen Øino International
Tatiana	147' 8"	Bilgin Yachts	Joachim Kinder

Displacement 30m-59.99m (98'-196')

YACHT NAME	LENGTH	BUILDER	EXTERIOR STYLIST
Axantha II	141' 1"	JFA Yachts	Vripack
Bartender (ex-Nomade)	119' S'	Tansu Yachts	Tansu Yachts
Codecasa 42 Vintage	139' S'	Codecasa	Codecasa/Della Role
E&E	138' 1"	Cizgi Yacht	Vripack
Galilea G	180' S'	Picchiotti - Perini Navi	Vitruvius
Karia	147' 8"	RMK Marine	Ron Holland Design

Displacement 60m+ (197+)

YACHT NAME	LENGTH	BUILDER	EXTERIOR STYLIST
Imagine	214' 11"	Amels	Tim Heywood Designs
Musashi	288'	Leadship	De Voogt Naval Architects
Numptia	229' 8"	Rossi Navi	Design Studio Spadolini
Pegasa	241' 6"	Freire Shipyard	H2 Yacht Design/Mark Berryman Design/Andrew Moore
Talisman C	231' S'	Proteksan-Turquoise	H2 Yacht Design
Tango	254' 11"	Leadship	Eldsgaard Design



## EXTERIOR DESIGN AND STYLING AWARD – SAILING YACHTS

YACHT NAME	LENGTH	BUILDER	EXTERIOR STYLIST
Firefly	115'	Claasen Shipyards	Hoek Design Naval Architects
Hemisphere	145'	Pendennis	Van Peteghem Lauriot Prevost/Michael Leach Design
Hetairas	218' 10"	Baltic Yachts	Dykstra & Partners
Sarafin	101'	Oyster Marine/RMK Marine	Dubois Naval Architects
Sarissa	139' 9"	Vitters Shipyard	Tripp Design Naval Architecture
Vertigo	220' 6"	Alloy Yachts	Philippe Briand Yacht Design

## NAVAL ARCHITECTURE AWARD – MOTOR YACHTS

YACHT NAME	LENGTH	BUILDER	NAVAL ARCHITECT
Air	265' 9"	Leadship	De Voogt Naval Architects
Alexander Again	161' 3"	Mondo Marine	Mondo Marine Engineering
Almohammady	124' 1"	CRN-Ferretti Group	Advanced Yacht Technology/Ferretti Group
Axantha II	141' 1"	JFA Yachts	Vripack
E&E	138' 1"	Cizgi Yacht	Vripack
Galilea G	180' S'	Picchiotti - Perini Navi	Philippe Briand Yacht Design
Harbour Island	180'	Newcastle Shipyards	Murray & Associates
Le Caprice IV	109'	Pershing - Ferretti Group	Advanced Yacht Technology/Ferretti Group
Numptia	229' 8"	Rossi Navi	Axis Group Yacht Design
Pamela V	147' 4"	Hakvoort Shipyard	Diana Yacht Design
Sapphire	241' 2"	Nobiskrug	Nobiskrug/Newcruise
Zaiv III	161' 11"	Mondo Marine	Mondo Marine Engineering

## NAVAL ARCHITECTURE AWARD – SAILING YACHTS

YACHT NAME	LENGTH	BUILDER	NAVAL ARCHITECT
Akalam	105' 7"	Pendennis	Barracuda Yacht Design
Antares III	98' S'	Yachting Developments	Dixon Yacht Design
Cape Arrow	99' 1"	Southern Wind Shipyard	Farr Yacht Design
Firefly	115'	Claasen Shipyards	Hoek Design Naval Architects
Hemisphere	145'	Pendennis	Van Peteghem Lauriot Prevost
Sarissa	139' 9"	Vitters Shipyard	Tripp Design Naval Architecture
Vertigo	220' 6"	Alloy Yachts	Philippe Briand Yacht Design



*Finalists continued*

# WorldMags.net

**INTERIOR LAYOUT AWARD – MOTOR YACHTS**

YACHT NAME	LENGTH	BUILDER	INTERIOR DESIGNER
<i>E&amp;E</i>	138' 1"	Cigzi Yacht	Art-Line Interiors
<i>Imagine</i>	214' 11"	Amels Holland	Andrew Winch Designs
<i>Karia</i>	147' 8"	RMK Marine	Design Unlimited
<i>Lady Britt</i>	206' 8"	Leadship	Redman Whiteley Dixon
<i>Numptia</i>	229' 8"	Rossi Navi	Design Studio Spadolini
<i>Pegaso</i>	241' 6"	Freire Shipyard	Mark Berryman Design
<i>Sapphire</i>	241' 2"	Nobiskrug	Newcruise
<i>Tango</i>	254' 11"	Leadship	Eidsgaard Design

**INTERIOR LAYOUT AWARD – SAILING YACHTS**

YACHT NAME	LENGTH	BUILDER	INTERIOR DESIGNER
<i>Cape Arrow</i>	99' 1"	Southern Wind Shipyard	Nauta Yachts
<i>Glauus</i>	118' 1"	EsenYachtYard-Abdulkadir Esen	EsenYachtTeam
<i>Hemisphere</i>	145'	Pendennis	Michael Leach Design
<i>Infinity</i>	150' 11"	Cobra Yacht	Cobra Yacht
<i>Sarissa</i>	139' 5"	Vitters Shipyard	Rhoades Young Design
<i>Vertiga</i>	220' 6"	Alloy Yachts	Christian Liaigre Interior Design

**RECREATIONAL AREA FOR GUEST USE AWARD**

YACHT NAME	LENGTH	BUILDER	INTERIOR DESIGNER	AREA
<i>Akadem</i>	105' 7"	Pendennis	Barracuda Yacht Design	Aft deck and pilothouse
<i>Hemisphere</i>	145'	Pendennis	Michael Leach Design	Salon
<i>Karia</i>	147' 8"	RMK Marine	Design Unlimited	Sun deck
<i>Lady Britt</i>	206' 8"	Leadship	Redman Whiteley Dixon	Beach club
<i>Numptia</i>	229' 8"	Rossi Navi	Salvagni Architetti	Bridge deck salon
<i>Vertiga</i>	220' 6"	Alloy Yachts	Christian Liaigre Interior Design	Midarette

**TENDER DESIGN AWARD**

TENDER NAME	BUILDER	DESIGNER
<i>Limo Tender 25</i>	Vaudrey Miller Tenders	Vripack
<i>Ribbon 45 SC</i>	Ribbon Yachts	Vripack
<i>T/T Tanga</i>	Compass Tenders	Eidsgaard Design
<i>T/T Vertiga</i>	Lloyd Stevenson Boatbuilders	Bakewell-White Yacht Design
<i>Yaka</i>	Danel Yacht	Dariel Yacht/Stephen Crone

**BESPOKE FURNITURE AWARD**

YACHT NAME	LENGTH	BUILDER	FURNITURE DESIGNER	FURNITURE
<i>Darlings</i>	195' 2"	CRN Shipyard	Arch. Alexandre & Cristina Negoesco	Main deck dining table
<i>Danoma</i>				
<i>Darlings</i>	195' 2"	CRN Shipyard	Arch. Alexandre & Cristina Negoesco	Main deck coffee table
<i>Darlings</i>	195' 2"	CRN Shipyard	Arch. Alexandre & Cristina Negoesco	Main deck bar
<i>Darlings</i>	195' 2"	CRN Shipyard	Arch. Alexandre & Cristina Negoesco	Upper deck bar
<i>Numptia</i>	229' 8"	Rossi Navi	Achille Salvagni	Main dining room table
<i>Quinta Essentia</i>	180' 5"	Heesen Yachts	Michaela Reverberi	Sofa
<i>Quinta Essentia</i>	180' 5"	Heesen Yachts	Michaela Reverberi	Dining table
<i>Sapphire</i>	241' 8"	Nobiskrug	Katharina Raczek-Newcruise	Makeup table & sideboard

**NEWCOMER OF THE YEAR AWARD**

COMPANY NAME	REASON
<i>EsenYachtDesign</i>	Glorious is its first project over 98 feet
<i>Oyster Marine</i>	Sarafin is its first project over 98 feet

**DESIGN AND TECHNOLOGY AWARD**

COMPANY	PRODUCT
<i>Alloy Yachts</i>	Side boarding ladder on <i>Vertiga</i>
<i>Baltic Yachts</i>	Drive train system on <i>Hetairos</i>
<i>Halls Spars</i>	Rigging on <i>Nilaya</i>



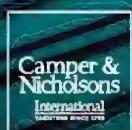
# ShowBoats DESIGN AWARDS

JUNE 22, 2012

OPERA HOUSE - MONACO

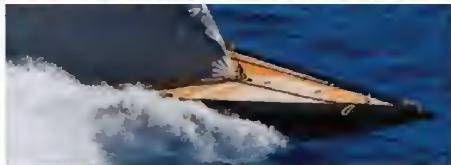
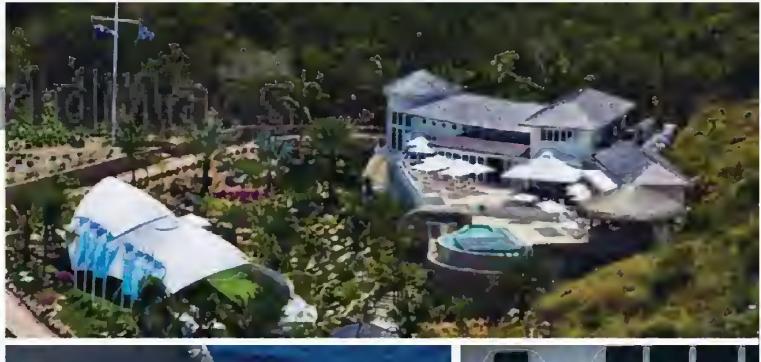
For further information and to book  
your tickets at the gala evening, please go to  
[www.showboatsdesignawards.com](http://www.showboatsdesignawards.com)

Silver Sponsor



Award Sponsors





# caribbean R&R

Loro Piana  
Caribbean  
Superyacht  
Regatta &  
Rendezvous,  
March 14-17,  
2012

TEXT BY  
KATE LARDY  
AND MARILYN MOWER

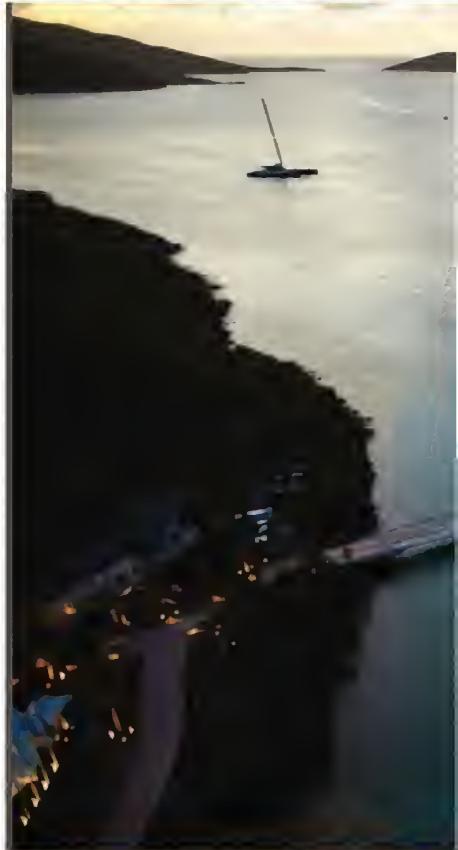
PHOTOGRAPHY BY  
JEFF BROWN/  
SUPERYACHT MEDIA,  
CARLO BORLENGHI  
AND MARK SIMS

**T**HE CARIBBEAN'S CHARMS WERE FULLY displayed when welcoming 26 motor and sailing superyachts to the docks of the Yacht Club Costa Smeralda (YCCS) in Virgin Gorda, British Virgin Islands. Blue skies mirrored the North Sound's clear waters and kissed the undulating green hills, accompanied by the spring season's ubiquitous fresh trade winds. In the midst of it all was the YCCS's gleaming new clubhouse towering over the dock.

Organized by YCCS and Boat International Media, the 2<sup>nd</sup> Loro Piana Caribbean Superyacht Regatta & Rendezvous attracted iconic sailing yachts on the water for three days of racing, as well as a diverse fleet of motor yachts and support yachts for the rendezvous experience, ranging from the 72-foot Oyster sloop *AlbertOne3* to the 295-foot Royal Huisman schooner *Athena*.

I knew we were in for a treat when upon arriving at the B.V.I. airport, fellow passengers and I were whisked away from the masses to the VIP lounge to do nothing but sip fresh passion fruit juice as our bags and passports cleared Customs and Immigration.

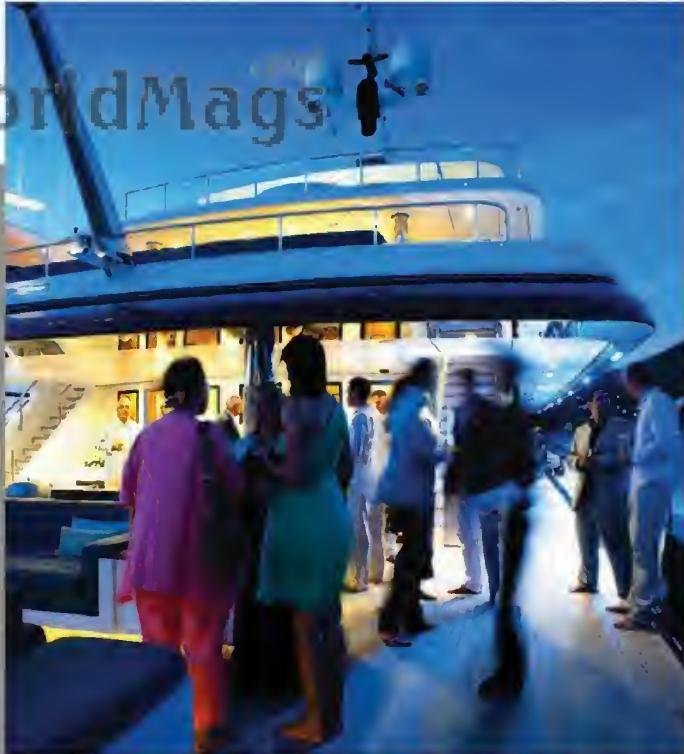
And it only got better from there....







# social scene



clockwise from top  
Howard Meyers, Robert Walton and William Anton; Louis XIII de Rémy Martin in handmade Baccarat crystal was shared aboard the host yacht *Icon*; Ron Nugent of Westport, Ann Avery of Northrop & Johnson and Princess Zahra Aga Khan; guests and owners of S/Y *Lady B*; the Gold Party at Oil Nut Bay in full swing.



From the opening day's welcoming barbecue to the closing cocktails three days later, both sailors and rendezvous guests were never wanting for social activities. While the racing yachts were busy on the course, the rest of the rendezvous fleet was able to enjoy front-row seats to the racing, a cruise to Peter Island for lunch at a private villa sponsored by BVI Tourism and a beach day at the Oil Nut Bay Beach Club, located on a secluded private peninsula on the eastern tip of Virgin Gorda.

A highlight of the schedule was the presentation by Morgan de Prémorel, world brand ambassador for Louis XIII, on board the host yacht *Icon*, where honored guests tasted "a century in a bottle," 1912 Louis XIII cognac. Loro Piana hosted a very special Owners' Dinner under the stars at the new YCCS clubhouse, accompanied by the beautiful music of singer Amii Stewart and flautist Andrea Griminelli, while yacht crew celebrated on the beach at Leverick Bay, courtesy of Mount Gay, Parts & Power and Northern Lights. Adding sparkle to your typical white party, "gold" was the theme this year at the final night's celebration at Oil Nut Bay, where everybody hit the dance floor.

*right*  
The motor yacht owners and guests' luncheon at Peter Island's Falcon's Nest sponsored by BVI Tourism was a sun-splashed affair; fire dancers got the Gold Party off to a bright start for the guests' enjoyment.





## THAR BE TREASURE, MATEY!

Three tenders raced around North Sound on a mission for gold coins on Saturday morning's pirate-inspired scavenger hunt. Ten clues led owners and crew from deserted coves to beachside bars, scanning for pirate flags marking the elusive spot and taking photographic evidence of their hunt. The final clue brought the teams to the Oil Nut Bay Beach Club, where for some hungry participants, the delicious waiting lunch buffet was the true treasure.

*Chanticleer*'s crew claimed victory, narrowly defeating the captains from fellow Burger boats, *Victory* and *Pilgrim*, who had teamed up for the event, and outfoxing the *Shalimar* team, which hosted the hunt's youngest participant. But the pint-sized pirate-princess Lilly, wasn't bothered, saying as she dug up pirate booty on the beach, "The best part is I get to take home a pot of gold to my granddad on his birthday"—a fitting sentiment for a scavenger hunt taking place on St. Patrick's Day.

## DRINK UP ME HEARTIES, YO HO

There's nothing more ubiquitous in the Caribbean than rum, and in the "spirit" of regatta competition, sponsor Mount Gay Distilleries pulled out all the stops, bringing its four rum varieties to bear. Both sailing and motor yacht crews showed their creativity by preparing adult beverages themed for the Regatta & Rendezvous.

Chef Bill Pendleton of the 86-foot Hatteras *Migration* sought to impress judges with "Mango Mutiny" utilizing three Mount Gay varieties. The stews from Peter Wacker's 128-foot *Ganesha* donned Hindu-style saris to pour their cocktail, "Muddy Ganges." More costumes appeared for *Marie*'s pirate-themed "Black Pearl" and *Bliss*'s "Polynesian Paradise." The scene-stealer and prize winner was host yacht *Icon* with music and an invention called "Wake Me Nuts Before You Mango" featuring cashews rendered in boiling water before being whirled with coconut, mango and rum. The competition, however, was summed up in the name of *Salperton*'s cocktail, "Passionately Yummy." Judges were William Anton, chair emeritus of the Culinary Institute of America, Robert Walton, president of the U.K. Restaurant Association, Chesterfield Browne, Mount Gay's brand ambassador and mixologist, Kevin Fahie, Mount Gay's Caribbean sales manager, and Pascal Rangel from Rémy Cointreau.



### BURGER STACKS UP

U.S. yacht builder Burger Boat was well represented with a fleet of four yachts spanning six decades of the builder's modern era. From 75' *Pilgrim*, Burger's first steel cruiser (1941), to 80' *Victory* (1988), 110' *Chanticleer* (1973) and 153' *Ingot* (2008), it was a serendipitous mini-rendezvous for their American owners.

### PARTICIPATING YACHTS (RENDEZVOUS)

YACHT NAME	LOA	BUILDER
<i>AlbertOne3</i>	72'	Oyster Marine
<i>Atheno</i>	295'	Royal Huisman
<i>Bortender</i> (ex- <i>Nomade</i> )	119'	Tansu Yachts
<i>Chanticleer</i>	110'	Burger
<i>Icon</i>	205'	Icon Yachts
<i>Ingat</i>	153'	Burger
<i>Migration</i>	86'	Hatteras
<i>Never Say Never</i>	115'	Sunseeker
<i>One More Tay</i>	155'	Christensen
<i>Pilgrim</i>	75'	Burger
<i>Resolute</i>	130'	Westport
<i>Shalimar</i>	120'	Azimut
<i>Stellar</i>	130'	Westport
<i>Victary</i>	80'	Burger

# sailing scene

It may have been in the heart of the British Virgin Islands, but the Loro Piana Caribbean Superyacht Regatta & Rendezvous was as international as it gets with Italian and British hosts, 13 sailing yachts representing 10 builders in five countries and owners hailing from a half-dozen nations. The monohull fleet ran the gamut from a 96-foot Derecktor to a 180-foot Vitters, all racing under the IRC rule recently modified for superyachts.

Racing conditions ranged from ideal to just shy of perfect for the three-race romp. Ten courses, from 13 to 29 nautical miles, had been devised by Race Officer Peter Craig to test the fleet around Virgin Gorda, Necker Island, Ginger Island and various rocky outcroppings. Yachts started in reverse order of their handicaps at two-minute intervals—the 96-foot Derecktor-built 1996 *Altair* first and the 101-foot 2009 Wally *Indio* last. Not coincidentally, that reflected their standings at the regatta's conclusion.

With *Indio* and last year's winner, *Hanuman*, battling it out for supremacy, the real duels were in the middle of the fleet where tactics and avoiding sail handling mistakes made all the difference. A slow spinnaker drop on *Zefira* erased a fast weather leg on Day One, while *P2* missed a set on Day Three and a few yachts had to send crews aloft to sort out headsail issues.

Shifty inshore conditions and dropping breezes on Days Two and Three favored the lighter boats such as *Indio*, *Firefly* and *Ganesha* where the decisions were to hit the lay line or search for clear air and a passing lane offshore. For yachts of this size, those who took less tacks won the day.

Still, the effort for some of the boats was on phasing in new

sails and crews for the St. Barth's Bucket to follow, but for all, the emphasis was on enjoyment. No one represented that better than Bob Eichler, the Washington State-based owner of *Altair* sailing in his first-ever regatta. A long-time cruiser, he appreciated the competitive spirit of his peers and never gave up even if *Altair* failed to finish in the allotted time, a tactic that won him the Spirit of the Regatta Award. Andrea Recordati, a YCCS member and owner of *Indio*, who bookended the event with bullets to finish one point ahead of last year's winner, Jim Clark's *Hanuman*, has already accepted the challenge to defend his title in 2013.



## PARTICIPATING YACHTS (SAILING)

YACHT NAME	LOA	BUILDER/NAVAL ARCHITECT
<i>Altair</i>	96'	Derecktor/Sparkman & Stephens
<i>Billy Budd (ex-Saudade)</i>	114'	Royal Huisman/Tripp Design
<i>Bliss</i>	120'	Yachting Developments/Dubois
<i>Firefly</i>	115'	Claasen Shipyards/Hoek Design
<i>Ganesha</i>	128'	Fitzroy Yachts/Dubois
<i>Hanuman</i>	138'	Royal Huisman/Dykstra & Partners
<i>Indio</i>	100'	Wally Yachts/German Frers
<i>Lady B</i>	145'	Vitters Shipyard/Dubois
<i>Marie</i>	179'	Vitters Shipyard/Hoek Design
<i>P2</i>	125'	Perini Navi/Philippe Briand
<i>Salpertron</i>	147'	Fitzroy Yachts/Dubois
<i>Sajana</i>	115'	Green Marine/Farr Yacht Design
<i>Zefira</i>	163'	Fitzroy Yachts/Dubois



#### RACE RESULTS

##### No Spinnaker Division

PLACE	YACHTS	RACE 1 Pts	RACE 2 Pts	RACE 3 Pts	TOTAL
1	<i>Lady B</i>	14	11	12	37

##### Spinnaker Division

PLACE	YACHT	RACE 1 Pts	RACE 2 Pts	RACE 3 Pts	TOTAL
1	<i>Indio</i>	1	2	1	4
2	<i>Hanuman</i>	2	1	2	5
3	<i>P2</i>	3	3	5	11
4	<i>Sojana</i>	4	4	4	12
5	<i>Firefly</i>	5	5	3	13
6	<i>Salperton</i>	7	6	7	20
7	<i>Bliss</i>	10	7	6	23
8	<i>Ganesha</i>	6	9	10	25
9	<i>Marie</i>	8	8	9	25
10	<i>Zefira</i>	9	10	11	30
11	<i>Billy Budd</i>	11	12	8	31
12	<i>Altair</i>	12	DNF 14	DNF 14	40



# awards



above  
The custom-made silver Boat International Media Perpetual Trophy



clockwise from top left  
Hanuman owner Jim Clark accepts the Loro Piana prize for second overall; B.V.I. Deputy Premier Kedrick Pickering; the Mount Gay Rum prizes; Principal Race Officer Peter Craig; winner in the No Spinnaker division, *Lady B*; Gerry Andlinger of P2 accepts his third place prize; winner of the Spirit of the Regatta Award, Bob Eichler of *Altair*; Captain Paul Lawrence, Chef Victoria and Mate Peter of *Chanticleer*, winners of the Pirate Treasure Hunt; winners of the Mount Gay Cocktail Competition, Stewardesses Vanessa Begley and Amelia Davies of *Icon*.



WorldMags  
.net

## Redefining The Engine Room

**NORTHERN LIGHTS**  
**HYBRID MARINE**



**800.762.0165 | 206.789.3880 | [www.northern-lights.com](http://www.northern-lights.com)**

Northern Lights is pleased to present its Hybrid Marine System - a tested, versatile solution for marine propulsion and AC hotel power. Powered by a continuous duty Lugger engine and utilizing components that have logged millions of hours of hybrid energy savings, the Northern Lights Hybrid Marine System is a clean, efficient, single-source system that can be easily configured to a wide variety of marine applications. Visit our web site, or contact your nearest Northern Lights factory for more information.

A1171



SUPERYACHTMEDIA



**VIDEO. PHOTOGRAPHY. WEB. BROCHURES.  
ONE COMPANY. TOTAL PEACE OF MIND.**

[www.superyachtmedia.com](http://www.superyachtmedia.com)

Ph: +44 (0) 20 8545 9330  
Level 1, 41-47 Hartfield Road, Wimbledon, SW19 3RQ, United Kingdom

Boat International Media

# CARBON OFFSETTING: FLEETING FAD OR SUSTAINABLE TREND?

THE YACHTING INDUSTRY HAS JOINED THE CARBON-NEUTRAL PARTY, BUT IS THIS PHENOMENON ANYTHING MORE THAN "GREENWASHING" HYPE?

TEXT BY REBECCA CAHILLY

**I**T WAS A SUNNY MORNING IN SEPTEMBER OF 2005 when, at a tiny al fresco restaurant overlooking Monaco's Port Hercules, a small group of press gathered for a breakfast conference hosted by brokerage firm Camper & Nicholsons International (CNI). The small talk and cappuccino sipping subsided when the announcement was made: CNI had partnered with British environmental firm The CarbonNeutral Company to offset the carbon emissions generated by its staff's and yachts' attendance at the Monaco Yacht Show. The press responded with awkward shuffling and polite applause. It was the yachting industry's first major announcement regarding carbon offsetting and not many present were familiar with the concept much less understood why such a reputable firm would approach a topic as taboo as the environment.

By the 2011 Monaco Yacht Show, however, "carbon neutral" was a familiar adjective in the yachting community. The show itself was in its sixth year of being carbon neutral and the process of carbon offsetting was adopted and offered by leading charter and brokerage houses, several marinas, yards and agencies worldwide, as well as a growing number of charter yachts. Classification society RINA also recognizes carbon offsetting through its Green Plus certification.

In theory, carbon offsetting is simple: calculate the estimated greenhouse gas emissions generated from using any fuel-burning or emissions-creating mechanism such as a vehicle, yacht, airplane or machinery, and offset this estimate by funding emissions-reducing initiatives elsewhere.

The concept of carbon offset is rooted in the Kyoto Protocol, an agreement between nations to attempt to stabilize atmospheric concentrations of greenhouse gases to prevent dangerous interference with the earth's climate. In 1997, the Protocol set binding targets for the European Union and 37 industrialized countries (including the United States) to reduce their greenhouse gas emissions by a total of 5.2 percent over a five-year period. While the countries (with the exception of the U.S., which signed but did not ratify the Protocol) agreed to begin reducing greenhouse gas emissions through national measures—such as expanding renewable energies—the Protocol introduced market-based mechanisms

to assist in the process. One of these mechanisms is the concept of emissions trading, which has become known as the "carbon market." The United Nations administers carbon credits for the international Kyoto compliance market, but there are now a variety of smaller voluntary markets monitored by other organizations such as the Verified Carbon Standard and the Gold Standard.

On the carbon compliance market, countries exceeding their greenhouse gas emissions may purchase or trade carbon credits (one credit equals one metric ton of greenhouse gas emissions) from countries with an emissions deficit. In the same way, businesses also can trade on the spinoff markets, offering carbon credits for using cleaner production methods to businesses with significant emissions...and the need for some "green" marketing.

The Kyoto Protocol went into effect in 2005, the same year CNI announced its carbon offsetting program. In an industry that publicly recognizes the oxymoronic nature of calling anything that produces emissions through its build or use environmentally "friendly," the burst of carbon offset options were noticed but not so quickly adopted or publicized. They were, however, supplemental to a host of other new significant and tangible forays by owners, designers and builders into sustainability, efficiency and environmental responsibility, aided by the 2008 crisis and the need for fuel efficiency.

In 2008, Mark Robinson, a financial analyst tasked with evaluating green energy projects, switched gears and industries to create

what is now the yachting industry's most well-known carbon offset program, aptly named Yacht Carbon Offset. He is quick to stress one point, and that is about a lifestyle change. "If you're operating a superyacht, you're not trying to save the planet," he says. "Carbon offset-

ting is about changing our lifestyle." Robinson knows that this message does not sit comfortably with superyachting, but he also recognizes that more boats, owners and businesses are adopting methods to be more efficient in every area.

Yacht Carbon Offset's process is as straightforward as any other offset program: a yacht or business uses an online carbon emissions calculator to estimate the amount of emissions generated by a

**"If you're operating a superyacht, you're not trying to save the planet. Carbon offsetting is about changing our lifestyle."**

— MARK ROBINSON, YACHT CARBON OFFSET

pre-determined activity, such as a week-long charter, a specific event, a year's worth of cruising or business travel, etc.... Credits for the calculated emissions are then purchased at the current exchange value for one metric ton of carbon and remitted to any of the vetted renewable projects in Yacht Carbon Offset's portfolio.

With a cost ranging from \$7 to \$11 per metric ton emitted on the U.N. compliance market to \$2 to \$16 on

the voluntary markets, offsets certainly may be cheaper and more convenient alternatives to reducing one's own fossil fuel consumption (think Catholic Church and the sale of Indulgences...), but if you don't do your homework, you might as well have paid to breathe air. It is advisable to ensure that the project you are funding would not otherwise be operational without the funding from your carbon offset programs. Some projects have negative side effects—like a wind farm project in India that upended tribal farmers and their livelihoods—while some noble causes end up not even getting off the ground. In fact, the Vatican itself was duped by crediting its carbon neutrality to a Hungarian tree forest project that never planted a single tree.

What Yacht Carbon Offset offers to yachts, owners and the industry is "credited and properly documented action that is just one part of a yacht or business's overall environmental action plan." Each carbon credit purchased through its program is audited with the Lloyd's Register Quality Assurance services.

And, compared to the annual running costs of a large boat, the cost of carbon offsetting is modest, says Robinson, using an example of a 200-foot boat burning roughly 250,000 gallons of fuel annually. "It would cost less than forty thousand dollars per year to fully offset," he says. "It is real money, but not prohibitive."

Captain Nick Doyle of the 202-foot motor yacht *Solemar*, a participant in the program, says the impact of carbon offsetting on a daily basis is barely noticeable, but the contributions pay dividends to those projects being funded. "Everybody always feels better if they feel they are making a difference," he says, "no matter how small it is."

Richard Franklin of ECOsuperyacht Technologies in the U.K. says that while he passionately believes that carbon offsetting is an important step, he thinks that it should be supplemental to other efforts to reduce a yacht's emissions.

"Our philosophy is based on the premise that less-in equals less-out, both in terms of emissions and cash," he says. "A well-structured program to improve the energy efficiency of a yacht can reduce total energy consumption by up to twenty-five percent, reducing total emissions by a similar amount."

Franklin's company offers an ECOseas Programme, in consultation with Ward & McKenzie surveyors and naval architects BMT Nigel Gee, that measures a yacht's energy consumption, advises owners on efficiency improvements and sets measurable targets to implement changes based on the yacht's budget. This results in more palatable cost savings to an owner in addition to green credentials.

Charter companies that offer carbon offsets for their yacht charters show mixed emotions. "We have offered [carbon offsetting] for three

**Offsets may be cheaper and more convenient alternatives to reducing one's own fossil fuel consumption, but if you don't do your homework, you might as well have paid to breathe air.**

years now and have had a slow take up," says Patrick Coote, global marketing director for Fraser Yachts. "[However,] owners are often very interested in green options when it comes to proactively designing and constructing a yacht—from non-polluting materials, machinery, wood from managed forests, ecologically sound waste disposal, fuel consumption, hull design, solar and wind energy, efficient heating and AC systems, etc...."

Chiara Remonti of brokerage house Y.CO agrees, citing that the wholly environmentally sound sailing yacht *Ethereal* offers carbon offsetting for its charters, but none of Y.CO's other charter clients have elected to offer this option.

At Camper & Nicholsons International, which pioneered the movement, offsetting is still offered to its charter and new-build clients, but the company no longer offsets all of its own activities, a decision made during the economic downturn.

In the early years of the Kyoto Protocol, the carbon market was forecasted to become the world's biggest commodity market. In 2008, more than \$700 million of carbon offsets were purchased on the voluntary market alone, representing about 120 million metric tons of greenhouse gas reductions. During that same year the carbon market was estimated to be worth \$118 billion. A report from the World Bank last year showed a much bleaker image of this market, however, stating that only \$1.5 billion credits were traded in 2010, the lowest since the market opened in 2005.

This past December, Canada dealt the struggling carbon market an additional blow by denouncing the Kyoto Protocol, citing that because the world's two main emitters of greenhouse gas emissions—the United States and China—were not covered by the agreement, it "is not the path forward to a global solution to climate change," said Canadian Minister of the Environment Peter Kent.

With the first Kyoto Protocol set to expire this year and a new climate treaty looking to be in place by 2015, whether carbon offsetting will continue as established or be replaced by a new structure remains to be determined.

"What is evident now," says Captain Doyle, "is that more brokers are asking their clients if they want to participate [in carbon offsetting.] This is a great move toward awareness in the industry as a whole and the beneficial impact [on] the environment."

"You don't have to believe in global warming," says Robinson, "but you should take a stand on greenhouse emissions." This might end up being a mandatory requirement for some large vessels, with the Ship Energy Efficiency Management Plan set to go into effect January 1, 2013.

Despite what the future holds for carbon offset, the yachting industry has come a long way in terms of embracing environmental responsibility the last six years. A note from Richard John Sauter of Sauter Carbon Offset Design says, "The post-carbon Ocean Supremacy is on the horizon. When she docks, yacht owners will see that ultra-green, no-compromise eco-luxury superyachts are a real alternative."

Just have the cappuccino ready and the press will show up en masse for that announcement. ■



WorldMags



Charter a sailing superyacht this summer and experience the Mediterranean at its very best

Burgess represents the most spectacular sailing superyachts on the water for charter. For more information on chartering ROXANE or LUDYNOSA.G in the Mediterranean this summer, please contact Burgess at one of the offices below...



Roxane



Ludynosa.G

# BURGESS

London

Monaco

New York

Miami

Santa Monica

Palma

Athens

Mumbai

Seattle

Moscow

t: +44 20 7766 4300

t: +377 97 97 81 21

t: +1 212 223 0410

t: +1 305 672 0150

t: +1 310 392 7696

t: +34 672 179 008

t: +30 6932 408 285

t: +91 2266 391900

t: +1 206 285 4561

t: +7 495 220 2402

[charter@burgessyachts.com](mailto:charter@burgessyachts.com)

[www.burgessyachts.com](http://www.burgessyachts.com)



MAIN SALON

## EXCELLENCE V | 186-FOOT

Launched at the end of 2011 by Abeking & Rasmussen, the 186-foot *Excellence V* with her 11-foot draft is ideal for accessing small harbors and anchorages. Her Raymond Langton interior takes advantage of her 42-foot beam while large windows allow ample natural light and commanding views. The master suite, featuring 180-degree views, encompasses the entire forward section of the upper deck and includes a private terrace with Jacuzzi. Another king-bed stateroom is located aft of the master while five other en suite staterooms are located on the main deck forward. *Excellence V* counts among her amenities a gym, cinema and a beach club. The gym and beach club each offer a balcony over the sea. The sun deck and bridge deck aft present two options for sun worshippers, augmented by a Jacuzzi on the sun deck and al fresco dining on the bridge deck aft.



MASTER STATEROOM



CINEMA

LOA: 186' (56.7M)  
BUILDER/YEAR: ABEKING & RASMUSSEN/2011  
GUESTS/CREW: 12/15  
LOCATION: MEDITERRANEAN  
RATES: FROM €59,000  
PER WEEK, PLUS EXPENSES

*International Yacht Collection*  
Terry Hines  
Tel: (954) 522-2323  
Email: [thines@iyc.com](mailto:thines@iyc.com)  
[www.iyc.com](http://www.iyc.com)

**MONTIGNE**

This stunning motor-sailer offers a high-volume interior and vast deck spaces. Guests are accommodated in six en suite staterooms, including four doubles (three king and one queen) and two double/twin cabins. *Montigne* has a state-of-the-art audio-visual system as well as an extensive complement of watersports toys.

**GALAXY**

This Italian-built superyacht accommodates up to 12 guests in six cabins, including a full-beam master suite with a panoramic salon, marble-adorned en suite bathrooms and a private office. The interior, designed by Stefano Natucci, is both contemporary and functional. *Galaxy* also features an air-conditioned gym situated on the sun deck.

**INTEGRITY**

Cruising the Galapagos National Park year round, the 141-foot *Integrity* offers nine staterooms all located on the main deck. Six of the staterooms can be converted from kings to twins to accommodate any party. The all-inclusive rate includes some guided tours of the park.

**SEA BEAR****(EX-EMERALD ISLE)**

Available in Florida, The Bahamas and New England, the newly refitted and renamed *Sea Bear* features an on-deck master suite, another equally large VIP stateroom below and two additional queen staterooms to accommodate up to eight guests.



LOA: 187' (57M)

BUILDER/YEAR: AEGEAN YACHT/2009

GUESTS/CREW: 12/10

LOCATION: SOUTHEAST ASIA

RATES: FROM \$40,000 TO \$161,000 PER WEEK, PLUS EXPENSES, MYBA TERMS

*Ocean Independence USA*

Tel: (954) 524-9366

Email: [charter@acyachts.com](mailto:charter@acyachts.com)[www.oceanindependence.com](http://www.oceanindependence.com)

LOA: 183' 9" (56M)

BUILDER/YEAR: 8ENETTI/2005

GUESTS/CREW: 12/15

LOCATION: MEDITERRANEAN

RATES: FROM €255,000 PER WEEK, PLUS EXPENSES

**Y.CO**

Tel: +377 93 50 12 12

Email: [charter@ycoyacht.com](mailto:charter@ycoyacht.com)[www.ycoyacht.com](http://www.ycoyacht.com)

LOA: 141' (43M)

BUILDER/YEAR: GULF CRAFT/2004/2011

GUESTS/CREW: 16/11

LOCATION: GALAPAGOS

RATE: \$95,000 HIGH/\$90,000 LOW SEASON PER WEEK, ALL INCLUSIVE

*Northrop & Johnson*

Amy Wachmann

Tel: (954) 522-3344

Email: [amy.wachmann@northropandjohnson.com](mailto:amy.wachmann@northropandjohnson.com)[www.northropandjohnson.com](http://www.northropandjohnson.com)

LOA: 126' (38.4M)

BUILDER/YEAR: CHRISTENSEN/1992

REFIT: 2012

GUESTS/CREW: 8/S

LOCATION: BAHAMAS, FLORIDA, NEW ENGLAND

RATES: \$55,000 PER WEEK, PLUS EXPENSES

*RJC Yacht Sales*

Tel: (954) 525-3886

Email: [charters@rjcyachts.com](mailto:charters@rjcyachts.com)[www.rjcyachts.com](http://www.rjcyachts.com)



## AELLO

A classic sailing vessel, *Aello* is full of charm and history. Built in 1921 by German yacht designer Max Oertz, *Aello* was rebuilt in 1990 and refitted in 2011. She sleeps eight guests in four cabins and now includes a state-of-the-art audio-visual system. If delivered within 300 nautical miles of her base port of Nice or Athens, *Aello* will not charge delivery fees.



## RL NOOR

Launched in 2010, *RL Noor* is a sleek and stylish yacht inside and out, winning a ShowBoats Design Award in 2011 for best interior design by Hot Lab Yacht & Design. *RL Noor* features large amounts of greige tinted oak veneer, Thassos marble and rare carpets to create a warm atmosphere that is elegant and comfortable with minimal elements.



## SANJANA

Based in Athens, Greece, the 108-foot *Sanjana* has just emerged from a refit and will be available in the Eastern Mediterranean this summer. Built in 2004, *Sanjana* sleeps 10 guests in two double and two twin staterooms.



## ALGORYTHM

Delivered December 2011, the brand new 92-foot *Algorythm* is for charter in Florida's Gulf Coast and The Bahamas. The latest in the LSX 92 series from Lazzara, she accommodates eight guests in four staterooms plus four crew and is powered by four efficient Volvo IPS engines. A special feature is the extended sun deck.



LOA: 125' (38M)

BUILDER/YEAR: MAX OERTZ/1921

REFIT: 1990/2011

GUESTS/CREW: 12/6

LOCATION: MEDITERRANEAN

RATES: €37,000 HIGH/€33,000 LOW SEASON PER WEEK, PLUS EXPENSES

### *YachtZoo*

*Vanessa Morlat*

Tel: +377 97 70 52 00

Email: [charterfleet@yacht-zoo.com](mailto:charterfleet@yacht-zoo.com)

[www.yacht-zoo.com](http://www.yacht-zoo.com)

LOA: 121' 1" (37M)

BUILDER/YEAR: BILGIN YACHTS/2010

GUESTS/CREW: 8/6

LOCATION: MEDITERRANEAN (SUMMER)

RATES: UPON INQUIRY

### *Fraser Yachts*

*Patricia Codere*

Tel: (954) 712-7125

Email: [patricia.codere@fraseryachts.com](mailto:patricia.codere@fraseryachts.com)

[www.fraseryachts.com](http://www.fraseryachts.com)

LOA: 107' 9" (32.9M)

BUILDER/YEAR: LEIGHT NOTIKA/2004

REFIT: 2011

GUESTS/CREW: 10/6

LOCATION: EASTERN MEDITERRANEAN

RATES: €68,250 HIGH/€59,000 LOW SEASON PER WEEK, PLUS EXPENSES

### *Edmiston & Company*

*Koterino Ovsiannikovio*

Tel: +30 210 968 9987

Email: [ko@edmiston.com](mailto:ko@edmiston.com)

[www.edmistonhellos.gr](http://www.edmistonhellos.gr)

LOA: 91' 10" (28M)

BUILDER/YEAR: LAZZARA/2011

GUESTS/CREW: 8/3

LOCATION: FLORIDA'S GULF COAST, THE BAHAMAS

RATES: \$28,500 PER WEEK, PLUS EXPENSES

### *K23 Yacht Charters*

*Kelly Gotha*

Tel: (941) 932-6143

Email: [kelly@tarponpointegrill.com](mailto:kelly@tarponpointegrill.com)

[www.K23yachtcharters.com](http://www.K23yachtcharters.com)



# TROYANDA



"After another very successful charter season, Troyanda is again available for this summer throughout the Mediterranean. Featuring a completely new interior by HB design, this well-known and reputable FEADSHIP (previously M/Y High Chaparral) has been subject to an extensive upgrade, inclusive of AV systems and excellent list of new toys, to make her one of the most comfortable and cutting-edge yachts available for charter.'

Length: 50M (164')  
Beam: 9.3M (30')  
Draft: 3.2M (10')  
Crew: 12  
Built: 2004  
Staterooms: 5 (+1 convertible)  
Guests: 10  
Cruising Speed: 12 knots  
Tenders: 2



## HYDE

Hyde & Partners ltd

116 Gloucester Place, London W1U 6HZ

Tel: +44 (0)207 0998 629 Email: [Info@hydeyachts.com](mailto:Info@hydeyachts.com)



## BLUE ICE | 150-FOOT

Built in 2009 in aluminum to Lloyd's class, *Blue Ice* is the fifth hull in this highly successful range of performance yachts. Powered by twin 3,650-hp MTU 16V diesel engines, *Blue Ice* comfortably cruises at 24 knots and has a top speed of 27 knots. A guaranteed head-turner, she has excellent deck areas, including a large flybridge/sun deck with spa pool, sunpads and dining area, further seating and sunpads on the aft deck and a private seating area with sunpads on the foredeck. A tasteful interior by Nuvolari-Lenard combines light and dark woods with richly textured fabrics for a light-filled, modern environment. Accommodations are for up to 12 guests in five staterooms, which includes a spacious, full-beam master forward of the guest cabins on the lower deck. Fitted with ZeroSpeed stabilizers and MCA compliant, *Blue Ice* is now asking \$24.9 million.

**LOA:** 149' 11" (45.7M)  
**BEAM:** 27' 5" (8.4M)  
**DRAFT:** 5' 8" (1.7M)  
**GUESTS/CREW:** 12/8  
**BUILDER/YEAR:**  
PALMER JOHNSON/2009  
**ASKING PRICE:**  
\$24.9 MILLION



SUN DECK



MASTER STATEROOM

**Burgess**  
Tel: +44 (0) 20 7766 4300  
Email: london@burgessyachts.com  
www.burgessyachts.com

**Meduse**

The largest motor yacht to come on the market is Feadship's 199-foot *Meduse*. Built in 1996 and thoroughly refitted in 2006, she is now listed for sale by Stuart Larsen at **Fraser Yachts** asking \$34.5 million.

**Solemates**

The 197-foot *Solemates* may be one of the most expensive Lürssen motor yachts currently on the market, with an asking price of €67 million. She is offered for sale by **Luxury Yacht Group**.

**Seawolf**

Built in 1957 as an ocean-going tug, the 193-foot *Seawolf* was converted to a superyacht in 2004 and is now a luxurious explorer yacht with an ice-classed hull, for sale with **Fraser Yachts** asking \$26.5 million.

**Red Dragon**

The 170-foot *Red Dragon* is easily the largest sailing yacht to be listed for sale for some time. Built by Alloy Yachts to a design by Dubois, her asking price is €28 million at **McMaster Yachts**.

**Cyclos III**

Built by Royal Huisman in 1990, *Cyclos III* was the ground-breaking yacht of her generation, with a design by Ron Holland and an Andrew Winch interior. She is listed for sale by **Yachting Partners International** asking €3.5 million.

Total length of boats new to the market  
**4,350** feet

\* T R E N D I N G

Average length of new yachts to the market  
**121** feet

NAME	ASKING PRICE	BUILDER	TYPE	LOA	BROKER
<b>197'+</b>					
<b>Meduse</b>	\$34.5m	Feadship	MY	199'	Fraser Yachts
<b>165'-196'</b>					
<b>Solemates</b>	€67m	Lurssen	MY	197'	Luxury Yacht Group
<b>131'-164'</b>					
<b>Seawolf</b>	\$26.5m	J&K Smit	MY	193'	Fraser Yachts
<b>Red Dragon</b>	€28m	Alloy Yachts	SY	169' 7"	McMaster Yachts
<b>98'-130'</b>					
<b>Ramses</b>	\$5.75m	Feadship	MY	141' 9"	Burgess
<b>Cyclos III</b>	€3.5m	Royal Huisman	SY	138' 10"	Yachting Partners Int'l
<b>Infatuation</b>	€8.5m	Jongert	SY	136' 6"	Burgess
<b>Misunderstood</b>	Withheld	Overmarine	MY	131'	Overmarine
<b>F-Class</b>					
<b>Aminah</b>	€4.95m	Claasen	SY	115' 6"	Hoek Brokerage
<b>Miami Blues</b>	€7.2m	Benetti	MY	114' 8"	Fraser Yachts
<b>VvS1</b>	€5.6m	Euroship	MY	114' 2"	Moran Yacht & Ship
<b>Blue Wave</b>	€11.75m	Alloy Yachts	MY	112' 2"	Fraser Yachts
<b>Serenity</b>	€3.25m	Elegan	MY	108' 3"	Fraser Yachts
<b>105'-115'</b>					
<b>Mac Brew</b>	€6.995m	Burger	MY	105'	Northrop & Johnson

For the complete listings, visit [www.bootinternational.com/stats](http://www.bootinternational.com/stats).

## SPOTLIGHT: AGGRESSIVELY PRICED

**Cuor di Leone****\$17,995,000**

*Cuor di Leone* is a 164-foot motor yacht built by Benetti, and she was designed for long cruises and charters. Fresh from a major refit in 2011, she is offered by brokers Michael White and Peter Thompson at **Ocean Independence**.

**Kingfisher****€2,495,000**

*Kingfisher* was built by Feadship in 1987 and had major refits in 1995/6, 2000 and 2008. She accommodates up to 12 in five luxurious cabins. *Kingfisher* is listed jointly for sale by **Burgess** and Kevin Merrigan of **Northrop & Johnson**.

**Tenaz****€7,550,000**

*Tenaz* sleeps seven and is in excellent condition after a refit. She proved her capabilities on a year-long cruise, providing a family with a comfortable home. *Tenaz* is for sale through **Northrop & Johnson** and Toby Walker at **Dubois Yachts**.

**Mac Brew****€11,500,000**

*Mac Brew* has an excellent charter history, thanks to her versatile layout and very high standard of maintenance. Accommodating up to 16, she offers many features of a larger yacht. Her broker is Jonathan Barbe at **Edmiston & Company**.

**Printemps****€1,950,000**

Built by Heesen in 1987 and refitted in 2009/2010, *Printemps* accommodates up to 10 and makes a great party boat. Her broker, Antoine Laricq at **Fraser Yachts**, says that the low price will enable any new owner to plan cosmetic refits.



THE YACHT CHARTER SPECIALISTS



London +44 207 193 7830

Florida +1 954 603 7830

Sydney +61 280 050 054

Hong Kong +852 8120 5444



**Blue Scorpion**  
REDUCED BY €2m  
NOW €21.5m  
Over the last 12 months, Baglietto's 174-foot motor yacht *Blue Scorpion* has had €6 million taken off her asking price in a series of price cuts, and her latest drop of €2 million at **Yachtzoo** brings her down to €21.5 million.



**Gallant Lady**  
REDUCED BY \$7m  
NOW \$42.5m  
Built by Feadship in 2007, the 168-foot *Gallant Lady* is one of the most environmentally friendly yachts afloat, and she had the month's largest price reduction, of \$7 million, with Kevin Mergan at **Northrop & Johnson**.



**Remember When**  
REDUCED BY \$2.6m  
NOW \$36.9m  
For sale since her delivery in April 2010, Christensen's 162-foot motor yacht *Remember When* has had her first price cut, of \$2.6 million, with Jack Robertson at **HMY Yacht Sales**.



**Zoom Zoom Zoom**  
REDUCED BY \$1m  
NOW \$22.4m  
Since coming on the market in February 2011, Trinity's 161-foot yacht *Zoom Zoom Zoom* has had no fewer than three price reductions, the latest being one of \$1 million from Mark Elliott at **IVC**.



**Destination Fox Harb'r Too**  
REDUCED BY \$1.9m  
NOW \$23m  
When first listed by Ann Avery at **Northrop & Johnson**, Trinity's 161-foot *Destination Fox Harb'r Too* was asking \$29.5 million. A series of price reductions, including the latest one of \$1.9 million, see her now listed at \$23 million.

Total reductions  
**€20.23**  
million

\* T R E N D I N G

Total yachts sold

**17**

## RECENTLY SOLD

Name	Asking Price	Builder	Type	LOA	Buyer's Broker	Seller's Broker
<b>165'+</b>						
Prima	€24.5m	Palumbo	MY	176' 10"	Fraser Yachts	Fraser Yachts
<b>131'-164'</b>						
Don Pablo	\$9m	Benetti	MY	163' 5"	HMY Yacht Sales	4Yachts
Thirteen	\$28.5m	Christensen	MY	157' 2"	Merle Wood & Associates	Merle Wood & Associates
Easy	\$8.7m	Trident	MY	147'	Ocean Yachting	International Yacht Collection
My Petra	€22.75m	Heesen	MY	144' 4"	Y.CO	Fraser/Camper & Nicholsons
Crili	\$8.5m	Trident	MY	131' 11"	Webster Associates	Merle Wood & Associates
<b>98'-130'</b>						
S.Q.N.	€7.95m	Alloy Yachts	MY	126' 7"	Camper & Nicholsons	Burgess
Muse	\$8.45m	Palmer Johnson	MY	123'	Northrop & Johnson	Burgess
Helena	€4.995m	Ferretti	MY	111' 7"	Edmiston	Camper & Nicholsons
Solutions	\$1.595m	Broward	MY	110'	RJC Yachts	Fraser
Keiki Kai	\$5.95m	Benetti	MY	100'	Oceanstyle	Fraser
Irina	€750,000	Picchiotti	MY	99' 9"	Moore International	Moore International

\*Trend figures reflect the one-month tracking period of February 2012.

*Built To Travel The World*

*Sorcha*

152' Northern Marine MY 2005

Not for sale to US residents while in US waters



#### 65' Viking Convertible Sportfish 2001

Immaculate condition, never fished, and less than 700 original hours. She also features a fresh interior and exterior, and the popular raised mezzanine. If you're in the market for a cruising yacht which can double as a rugged offshore fishing machine, this 65' Viking is definitely one you won't want to miss!!

#### ROCHELLE



#### 68' Hatteras Enclosed Bridge MY 2006

The 68' Hatteras "Rochelle" is a turnkey, first class, "captain maintained" vessel. Her low hours (685), and constant upgrades, truly place "Rochelle" in a class of her own. Trac digital stabilizers enhance her sea keeping abilities. Ready to cruise or fish the upcoming Bahamas season. Call now before she disappears ...



#### 77' Hatteras Cockpit Motor Yacht 1989/2011

Proven Hatteras bloodlines and uniquely refit in 2011, combining a light, contemporary feel with rich, traditional [teak] woods. With vast exterior areas, this 77' Hatteras is perfect for family use and entertaining.

#### PRIME TIME



#### 83' Ferretti Motor Yacht 2003

"La Toja" sleeps eight in four well-appointed staterooms with en suite heads. Crew accommodations include three berths and one head. Twin CAT 3412 engines with only 980 hours. Motivated seller ... bring offers!

#### LA TOJA

## DWIGHT TRACY & FRIENDS

YACHT SALES | FT. LAUDERDALE, FL | MARINE SERVICES  
1.888.215.2685 | [INFO@DTFYACHTS.COM](mailto:INFO@DTFYACHTS.COM) | 954.767.0007

**WWW.DTFYACHTS.COM**

4 MILLION USD PRICE REDUCTION TO INSPIRE IMMEDIATE SALE



# WorldMags



Not for sale to US residents while in US waters.

## LORETTA ANNE IV

40m (131') | Alloy Yachts | 2009 | POA

Highest quality and timeless elegance from the team of Alloy, Dubois and Starkey, combining a proven hull design with state of the art equipment and at-rest stabilization. Full beam on-deck master with his/her baths and office, 3 guest suites, a gym and tender garage. Huge sundeck with jacuzzi and a shaded dining area. An exceptional vessel in all respects and now offered to make room for a new delivery. Mint condition, Lloyds and MCA classed, turn key and seriously for sale. Transoceanic range.

Jody O'Brien | Ft. Lauderdale +1 954 646 4970 | [jody.obrien@fraseryachts.com](mailto:jody.obrien@fraseryachts.com)



Sales | Charter | Management | Construction | Crew

Monaco  
Ft. Lauderdale  
San Diego  
London  
Viareggio

Palma  
Seattle  
Mexico City  
Casa De Campo  
Cyprus

[fraseryachts.com](http://fraseryachts.com)

The Superyacht Experts



# FRASER YACHTS



### MEDUSE | 60m (199') | Feadship | 1996/2011

One of the best known Feadships, complete with helicopter landing facility, six staterooms including two on deck, cinema, gymnasium, elevator, decompression

Not for sale to US residents while in US waters.

chamber and large tenders. 15 year Lloyds surveys just completed. MCA and LY2 compliant.

Stuart Larsen | Ft. Lauderdale + 1 954 463 0600 | stuart.larsen@fraseryachts.com



### ELLE | 46m (150') | Tacoma Puglia | 1993/2008

Heavily built steel displacement yacht with massive volume and range. Full width owners stateroom on deck, 4 king staterooms below. Zero speed stabs, recent refit and super condition. Stuart Larsen | Ft. Lauderdale + 1 954 463 0600 | stuart.larsen@fraseryachts.com



### ACE OF DIAMONDS | 34m (112') | Hakvoort | 1988/2006

Dutch built with 600 hours on new engines. Owner's stateroom on deck. Completely rebuilt in 2006 at Hakvoort. Perfect condition. Proven fishing machine. 30+ knots.

Stuart Larsen | Ft. Lauderdale + 1 954 463 0600 | stuart.larsen@fraseryachts.com



### KRISIJEN | 38m (126') | Feadship | 1982

The best classic Feadship available. Exudes quality and loving maintenance throughout. Four staterooms, Caterpillar machinery, good tenders and upgraded equipment. Stuart Larsen | Ft. Lauderdale + 1 954 463 0600 | stuart.larsen@fraseryachts.com



### C1 | 29m (96') | Bloesmsma & Van Breemen | 2003/2010

The best Doggersbank available. 5000 nm range, superb specification. Three staterooms, exceptional equipment and perfect cosmetically and mechanically.

Stuart Larsen | Ft. Lauderdale + 1 954 463 0600 | stuart.larsen@fraseryachts.com

Sales | Charter | Management | Construction | Crew

Monaco	+ 377 93 100 450
Ft. Lauderdale	+ 1 954 463 0600
San Diego	+ 1 619 225 0588
London	+ 44 207 016 4480
Viareggio	+ 39 0584 385090
Palma	+ 34 971 700445
Seattle	+ 1 206 382 9494
Mexico City	+ 52 55 5004 0408
Casa De Campo	+ 1 809 523 2208
Cyprus	+ 357 25 828911



Wooldridge



**PRINCESS SARAH** | 43m (142') | Richmond Yachts | 2007 | POA  
 Designed with elegance and comfort, Princess Sarah is in pristine condition.  
 Features 6 Staterooms with on deck master.  
 Scott French | Ft Lauderdale +1 954 463 0600 | scott.french@fraseryachts.com



Not for sale to US residents while in US waters.

**DEEP BLUE II** | 43m (143') | Oceanco | 1996/2008 | 15,900,000 USD  
 Quality construction with Dutch Pedigree. Completely refitted in 2007/2008. Int. design by Paolo Rossi. Showboats Intl award for the best semi disp yacht over 40m.  
 Jose Arana, Jr. | Ft. Lauderdale +1 954 463 0600 | jose.aranajr@fraseryachts.com



**CAMELEON B** | 42m (138') | Proteksan | 2002 | 11,000,000 EUR  
 Six guest cabins including Owner's stateroom on deck, 20 knots cruise, long range.  
 Stuart Larsen | Ft. Lauderdale +1 954 463 0600 | stuart.larsen@fraseryachts.com  
 Vassilis Fotilas | Monaco + 377 93 100 450 | vassilis.fotilas@fraseryachts.com



**CONSTELLATION** | 40m (131') | Westport | 2007 | 11,900,000 USD  
 Mahogany raised panel interior. Exercise room with Sauna. Master cabin offers a study/lounge area.  
 Stuart Larsen | Ft. Lauderdale +1 954 463 0600 | stuart.larsen@fraseryachts.com  
 Josh Gulbranson | Ft. Lauderdale +1 954 463 0600 | josh.gulbranson@fraseryachts.com



**ANDIAMO** | 42m (139') | Feedship | 2003/2011 | 19,500,000 EUR  
 True explorer vessel built with an ice strengthened hull and all equipment expected for long distance cruising, including extensive storage and rugged but comfortable tenders. In contrast to her rugged exterior this vessel has a refined interior by Glade Johnson.

Dennis Frederiksen | Monaco + 377 93 100 450 | dennis.frederiksen@fraseryachts.com



FRASER YACHTS

FOR SALE & CHARTER



**SEACALL** | 36m (119') | Denison | 1991/2005 | 3,650,000 USD

Incomparable as a yacht/fisherman; comfortable, elegant, and rigged.

James Nason | San Diego +1 619 225 0588 | [james.nason@fraseryachts.com](mailto:james.nason@fraseryachts.com)  
Patrick McConnell | San Diego +1 619 225 0588 | [patrick.mcconnell@fraseryachts.com](mailto:patrick.mcconnell@fraseryachts.com)

FOR SALE & CHARTER



**PRINTEMPS** | 34m (112') | Heesen | 1987/2009 | 1,950,000 EUR

PRINTEMPS is a sleek and classic Heesen/Dutch quality yacht with luxurious interior and a 5 cabin lay out (10 guests), just completed a 20 years ABS Class survey in 2009. Antoino Larricq | Monaco +377 93 100 450 | [antoine.larricq@fraseryachts.com](mailto:antoine.larricq@fraseryachts.com)



**SEA BIRD** | 34m (112') | Westport | 2000/2008 | POA

Stunning Westport 112 with custom interior beautifully maintained, inspection highly recommended.

Jeff Partin | Ft. Lauderdale +1 954 463 0600 | [jeff.partin@fraseryachts.com](mailto:jeff.partin@fraseryachts.com)



**NINEMIA** | 31m (101') | Vitters | 1995 | 3,250,000 EUR

Dutch built with naval architecture and design by Willem de Vries Lentsch. Interior by Isabelle Blanchemere. Maximum speed 30 knots. VAT paid. Inspection recommended.

Richard Earp | Monaco +377 93 100 450 | [richard.earp@fraseryachts.com](mailto:richard.earp@fraseryachts.com)

FOR SALE & CHARTER



**LIVIA** | 30m (98') | Moonen | 2008 | 8,250,000 EUR

Immaculately maintained, with low hours and only private use, she is as good as new.

Julian Calder | London +44 207 016 4480 | [julian.calder@fraseryachts.com](mailto:julian.calder@fraseryachts.com)

**AURORA DIGNITATIS** | 27m (88') | Ferretti | 2008 | 5,800,000 USD

Raised Pilot House Version. Commercial Charter Registered. Flybridge with Jacuzzi/Gym area. Has all the toys and amenities. Worldwide Power Converter. Jose Arana, Jr. | Ft. Lauderdale +1 954 463 0600 | [jose.aranajr@fraseryachts.com](mailto:jose.aranajr@fraseryachts.com)



**ANNABELLA** | 16m (53') | Selene | 2008 | 1,200,000 USD

Her condition is much better than new and she has proven to be a great sea boat and tremendous family cruising yacht.

Tom Allen | Seattle +1 206 382 9494 | [tom.allen@fraseryachts.com](mailto:tom.allen@fraseryachts.com)



**PICOSA LADY** | 22m (75') | Fleming | 2001 | POA

Meticulously maintained and continuously upgraded in all areas, including: AV, Electronics, interior décor, galley, exterior soft goods, tender and much more.

Jody O'Brien | Ft. Lauderdale +1 954 463 0600 | [jody.obrien@fraseryachts.com](mailto:jody.obrien@fraseryachts.com)

Sales | Charter | Management | Construction | Crew

Monaco	+ 377 93 100 450
Ft. Lauderdale	+ 1 954 463 0600
San Diego	+ 1 619 225 0588
London	+ 44 207 016 4480
Viareggio	+ 39 0584 385090
Palma	+ 34 971 700445
Seattle	+ 1 206 382 9494
Mexico City	+ 52 55 5004 0408
Casa De Campo	+ 1 809 523 2208
Cyprus	+ 357 25 828911

The Superyacht Experts

[fraseryachts.com](http://fraseryachts.com)



## VULCAN 46

46m (151') | Vicem Yachts | 2012 | 27,000,000 USD

Semi displacement advanced composite fast Motor Yacht. Cruising at 22+ knots, powered by (2) 3650 HP each MTU engines. 4000 NM Range at 12 knots. Gross Tonnage 460. Built to RINA Class and compliant Cayman Island MCA LY2. Naval Architecture from Mulder Design B.V. and Interior Design by Art-Line Interior B.V. Owner's stateroom on the main deck and (10) Guest on the lower deck, full beam VIP cabin, two twin cabins and two double cabins. Modern styling with large open spaces and wide windows. Central Agent. Antoine Larricq | Monaco +33 678 63 61 72 | [antoine.larricq@fraseryachts.com](mailto:antoine.larricq@fraseryachts.com)



FRASER YACHTS

# New Sunrise WorldMags

An iconic superyacht with exceptional volume and stunning Italian styling that is without compare in today's market.

Length overall 61.3m (201.1ft) • Built by CRN, Italy in 2000 • Design by Studio Scanu/François Zuretti • Accommodation for 12 guests

Asking Price  
€28,500,000

Central Agents for Sale



## Il Cigno

Classic exterior lines and a refitted, stylish and contemporary interior combine on this gentleman's motor yacht, which is keenly offered for sale.

Length overall 41.6m (136.7ft) • Built by Nicolini Shipyard, Italy in 1985 (refit 2006) • Dubois Naval Architects/Richard Le Sarte/Reed Creative Services • Accommodation for 10 guests

Asking Price  
€4,500,000

Joint Central Agents for Sale



# BURG

For the best brokerage service & insight **Ask BURGESS**

# Cakewalk

An awe-inspiring presence on the water, the magnificent CAKEWALK commands admiration with Tim Heywood design, exceptional volume and exquisite classic styling.

Length overall 85.6m (280.9ft) • Built by Derecktor Shipyards, USA in 2010 • Design by Tim Heywood Designs/Azure Naval Architects/Elizabeth Dalton • Accommodation for 14 guests

Price on application

Joint Central Agents for Sale

WORLDFLAGS



# ESS

[www.burgessyachts.com](http://www.burgessyachts.com)

or email: [sales@burgessyachts.com](mailto:sales@burgessyachts.com)

London  
Monaco  
New York  
Miami  
Santa Monica  
Palma  
Athens  
Mumbai  
Seattle  
Moscow

tel: +44 20 7766 4300  
tel: +377 97 97 81 21  
tel: +1 212 223 0410  
tel: +1 305 672 0150  
tel: +1 310 392 7696  
tel: +34 672 179 008  
tel: +30 6932 408 285  
tel: +91 2266 391900  
tel: +1 206 285 4561  
tel: +7 926 519 2078



FOUNDED BY BURGESS IN 2005, OCEANSTYLE IS THE WORLD'S LEADING EXPERT  
IN TOP OF THE RANGE 20 - 45M SEMI-CUSTOM AND PERFORMANCE LUXURY YACHTS

# OCEANSTYLE

BROKERAGE | CHARTER | NEW CONSTRUCTION | YACHT MANAGEMENT

OSYACHTING.COM

**MIAMI** +1 305 672 9400  
[miami@osyachting.com](mailto:miami@osyachting.com)

**LONDON** +44 20 7766 4299  
[london@osyachting.com](mailto:london@osyachting.com)

**MONACO** +377 97 97 83 10  
[monaco@osyachting.com](mailto:monaco@osyachting.com)

**ATHENS** +30 6932 408 285  
[athens@osyachting.com](mailto:athens@osyachting.com)

**PALMA** +34 971 495 413  
[palma@osyachting.com](mailto:palma@osyachting.com)

**MUMBAI** +91 22 6639 1900  
[mumbai@osyachting.com](mailto:mumbai@osyachting.com)



WorldMags.net

YACHTZOO



**BELLA BRI** 151.00 ft (46.00m)  
Northern Marine | 2008 | Palm Beach, FL | USD 21,500,000

PRICE REDUCTION



**MUSTANG SALLY** 130.00 ft (39.60m)  
Westport | 2009 / 2010 | Ft Lauderdale, FL | USD 17,600,000

SALES & PURCHASE  
CHARTER  
NEW CONSTRUCTION

MONACO: 9 avenue d'Ostende, MC 98000 Monaco - T +377 9770 5200  
USA: 1535 SE 17th St., Suite 103, Ft. Lauderdale, FL 33316 - T +1 954 767 1035  
[www.yacht-zoo.com](http://www.yacht-zoo.com) - [info@yacht-zoo.com](mailto:info@yacht-zoo.com)



WORLD  
YACHTS

ALSO FOR CHARTER

**BLUE SCORPION** 173.11 ft (53.00m)  
Baglietto | 2006 | Viareggio | EUR 21,500,000 VAT Paid



**JANA** 151.11 ft (46.30m)  
Feadship | 1986 | Abu Dhabi | USD 9,950,000



ALSO FOR CHARTER

**ARIETE PRIMO** 144.80 ft (44.10m)  
Richard Dunston | 1967 / 2006 | Genoa | EUR 19,000,000



**SOPHIE BLUE** 134.60 ft (41.00m)  
CBI Navi | 1998 | South of France | EUR 6,900,000



**AWESOME** 130.00 ft (39.60m)  
Mangusta | 2005 | Monaco | EUR 12,800,000



\*Not for sale or charter to U.S. residents while in U.S. waters.

**IMPULSIVE** 126.00 ft (38.40m)  
Norship | 1993 / 2010 | Mediterranean | USD 6,750,000



Joint Central Agent

**NORTHCOAST 125** 125.60 ft (38.30m)  
Northcoast Yachts | 2010 / 2011 | Ft Lauderdale, FL | USD 15,499,000



ALSO FOR CHARTER

**ASPEN ALTERNATIVE** 120.00 ft (36.60m)  
Sovereign | 2002 | Ft. Lauderdale, FL | USD 5,500,000

SALES & PURCHASE  
CHARTER  
NEW CONSTRUCTION



**STELLA** 113.20 ft (34.50m)  
Sunseeker Predator | 2011 | Genoa | GBP 9,950,000



**CARNIVAL LIBERTY II** 110.00 ft (33.50m)  
Horizon | 2010 | Osaka, Japan | USD 6,900,000



**MELIMAR** 100.00 ft (30.50m)  
Azimut | 1999 | Ft Lauderdale, FL | USD 2,550,000



**NATALITA III** 100.00 ft (30.50m)  
Azimut | 1996 | Cayman Islands | USD 1,995,000



**HOPE** 90.00 ft (27.40m)  
Palmer Johnson | 1992 | Delray Beach, FL | USD 3,895,000



**ZAKOUSKA** 87.00 ft (26.50m)  
Warren Yachts | 2006 | West Palm Beach, FL | USD 3,900,000



**MARLOW 78-E** 78.00 ft (23.80m)  
Marlow | 2011 | Dominican Republic | USD 4,295,000



**ELIZABETH** 78.00 ft (23.80m)  
Feadship | 1988 | Miami, FL | USD 3,900,000



**FELICITA WEST** 210.00 ft (64.00m)  
Perini Navi | 2003 / 2008 | Mediterranean | EUR 195,000 / 165,000 per week



**SEAWOLF** 193.00 ft (58.83m)  
J. & K. Scheepwerken NV | 1957 / 2010 | French Polynesia | USD 275,000 per week



**KERI LEE III** 177.10 ft (54.00m)  
Trinity Yachts | 2001 / 2010 | Mediterranean | USD 275,000 per week



**DRUMBEAT** 53.00m (173.11 ft)  
Alloy Yachts | 2002 / 2010 | West Coast US | USD 230,000 per week



**PASSION** 173.00 ft (52.75m)  
Swedeship | 1986 / 2009 | Mediterranean | USD 225,000 / 195,000 per week



**ALIBI** 167.30 ft (51.00m)  
CBI Navi | 2005 | Mediterranean | EUR 200,000 per week



**AXIOMA** 155.10 ft (47.50m)  
ISA | 2006 | Mediterranean | EUR 160,000 / 140,000 per week



**BLUE VISION** 144.40 ft (44.00m)  
Benetti | 2007 / 2011 | Mediterranean | EUR 150,000 / 125,000 per week



**SIRAHMY** 141.00 ft (43.00m)  
Benetti | 1981 / 2009 | Mediterranean | EUR 85,000 / 80,000 per week



**AELLO** 125.00 ft (38.10m) Max Oertz  
1921 / 2011 | Mediterranean | EUR 37,000 / 33,000 per week



**ASPEN ALTERNATIVE** 120.00 ft (36.58m)  
Sovereign | 2002 | Bahamas | USD 50,000 per week



**TIZIANA** 118.10 ft (36.00m) Abeking & Rasmussen  
1963 / 2005 | Mediterranean | EUR 65,000 / 60,000 per week



**MY SPACE** 111.60 ft (34.00m)  
Baglietto | 2003 / 2009 | Mediterranean | EUR 80,000 / 68,000 per week



**O'** 108.30 ft (33.00m)  
Mangusta | 2007 | Mediterranean | EUR 85,000 / 70,000 per week



**ELLICHA** 104.11 ft (32.00m)  
Mangusta | 2002 | Mediterranean | EUR 60,000 per week



**LEILA LINA** 87.30 ft (26.60m)  
Cantieri di Pisa | 2006 | Mediterranean | EUR 47,000 / 42,000 per week



# MERLE WOOD & ASSOCIATES

SPECIALISTS IN THE SALE, PURCHASE, CHARTER & CONSTRUCTION OF THE WORLD'S FINEST YACHTS



296'/90m Corsair 2008 **NERO\***



281'/86m Derecktor 2010 **CAKEWALK**



213'/65m Codecasa 2010 **LADY LAU\***



205'/63m Ikon 2010 **ICON\***

**SUPERYACHT DIVISION** MERLE A. WOOD, III | THOM CONBOY | BOB MCKEAGE

**CUSTOM YACHT DIVISION** JOHN COHEN | CROMWELL LITTLEJOHN | BASSAM CHAHINE | KURT BOSSHARDT | DIRK JOHNSON | DMITRY LUKIN



200'/61m Feadship 2006 **APRIL FOOL\***



188'/57m A&R 2001/10 **EXCELLENCE III\***



183'/56m Benetti 2005/10 **FOUR ACES\***



175'/54m Feadship 2000 **KISSES\***

\* Not for sale or charter to US residents while in US waters.

PHONE: 954-525-5111 • FAX: 954-525-5165 • EMAIL: [MAIL@MERLEWOOD.COM](mailto:MAIL@MERLEWOOD.COM)

# MERLE WOOD & ASSOCIATES

SPECIALISTS IN THE SALE, PURCHASE, CHARTER & CONSTRUCTION OF THE WORLD'S FINEST YACHTS

for Sale & Charter

CENTRAL AGENT



171'/52m Amels 2010 **BEL ABRI\***

for Sale

CENTRAL AGENT



171'/52m Feadship 1995 **BATTERED BULL\***

for Sale & Charter

CENTRAL AGENT



168'/51m Oceanco 1997/12 **LAZY Z\***

for Sale & Charter

CENTRAL AGENT



161'/49m Trinity 2009 **BLIND DATE\***

for Sale

CENTRAL AGENT



160'/49m Christensen 2009 **VF-15\***

for Sale & Charter

CENTRAL AGENT



151'/46m Delta 2009 **KATYA\***

for Sale & Charter

CENTRAL AGENT



223'/68m Nobiskrug 2010 **SYCARA V\***

for Sale & Charter

CENTRAL AGENT



220'/67m Shadow Marine 2007 **ALLURE SHADOW**

for Sale & Charter

CENTRAL AGENT



203'/62m VSY 2010 **ROMA\***

for Sale

CENTRAL AGENT



177'/54m Mondomarine 2013 **HULL #1\***

for Sale

CENTRAL AGENT



177'/54m Baglietto 2009 **BURKUT\***

for Sale

CENTRAL AGENT



174'/53m Oceanfast 2004 **SEA BOWLD\***

\* Not for sale or charter to US residents while in US waters.

888 EAST LAS OLAS BOULEVARD • FOURTH FLOOR • FORT LAUDERDALE, FL 33301



167'/51m Mondonmarine 2013 HULL #4\*



167'/51m CBI Navi 2005 ALIBI\*



163'/50m Nereids Yachts 2005 AZTECA II\*



161'/49m Trinity 2007/10 GLAZE



157'/48m Christensen 2007 SCOTT FREE



154'/47m Perini Navi 1990/06 ANDROMEDA LA DEA\*



152'/46m Perini Navi 1991/11 ANTARA\*



145'/44m Benetti 2009 LADY SHEILA\*



145'/44m Heesen 1990/09 AT LAST



134'/41m Mondonmarine 2013 Hull #8\*



134'/41m Lurssen 1995/05 BLIND DATE\*



131'/40m A&R 1987 SILVER SHALIS



130'/40m Westport 2005/08 MY COLORS



124'/38m Broward 2007 HERITAGE III



122'/37m CRN 1978/08 LADY EVA\*



121'/37m Heesen 2005 HEESSEN 37m Hull #4\*



118'/36m Intermarine 2000 SAVANNAH



112'/34m Leopard Express 2008 LA IGUANA\*



105'/32m Mangusta 2000/11 HAMSA\*



102'/31m Oceanfast 1989/11 GAZELLE



102'/31m Broward 1984/05 LIQUIDITY

\* Not for sale or charter to US residents while in US waters.



101'/31m Leopard 2008 PAN DEL 1\*



96'/29m N.E. Boatworks 2003 VAKOMAANO



96'/29m Intermarine 2001 KRISHELLE



92'/28m Palmer Johnson 1985/11 PEGASUS II



90'/27m Pershing 2009 MTG\*



88'/27m Pershing 2003 JK\*



88'/27m Royburn Custom 2004 LADY VICTORIA



86'/26m Hatteras Sportfish 2002 SPHEREFISH



80'/24m Donzi Sportfish 2010 R-80



80'/24m Hatteras 2004 OCEAN VIEW



80'/24m Sunseeker Predator 1998 AGAPE LOVE\*



80'/24m DeVries Lentsch 1930/02 LELANTA\*



75'/23m Riva 2011/12 NAME DROPPER



75'/23m Sunseeker 2005 CHAIRMAN



75'/23m Hatteras 2000/08 VICTORY



73'/22m Donzi Sportfish 2010 R-73



72'/22m Pershing 2008 DOLCE VITA



72'/22m Sunseeker 2006 HIDEOUT



72'/22m Overmarine 2001/10 GABRIELA G\*



62'/19m Little Harbor 1982/07 EASTERN SKY II



40'/12m Andrea More 2000/11 LOOKIN 4 ANDROMEDA

\* Not for sale or charter to US residents while in US waters.



# World Magis

**CARPE DIEM** 191' (58M) Trinity 2011. 6 Staterooms  
C.A. Frank Grzeszczak 954.494.7096 or C.A. Kevin Bonnie +33.616.39.1959

**MI SUEÑO** 190' (58M) Trinity 2010. 7 Staterooms  
C.A. Mark Elliott 305.794.1167 or C.A. Kevin Bonnie +33.616.39.1959



**STARGAZER** 180' (55M) Ziegler 1964/2006. 7 Staterooms  
J.C.A. Mark Elliott 305.794.1167



**MIA ELISE** 184' (56M) Trinity 2010. 6 Staterooms  
C.A. Mark Elliott 305.794.1167 or C.A. Chany Sabates III 954.604.2253



**ZOOM ZOOM ZOOM** 161' (49M) Trinity 2005. 5 Staterooms  
C.A. Mark Elliott 305.794.1167



**CARPE DIEM II** 150' (46M) Trinity 2002/2011. 5 Staterooms  
C.A. Frank Grzeszczak 954.494.7096



**TRANQUILITY** 130' (40M) Hatteras 1995/2007. 5 Staterooms  
C.A. Mark Elliott 305.794.1167



**ENTREPRENEUR** 110' (34M) Broward 2004. 4 Staterooms  
C.A. John Clullo 954.494.1075



**ORIANA** 98' (29M) Burger 1984. 4 Staterooms  
C.A. Roy Sea 954.980.7438



**ACADIA** 84' (26M) Lyman Morse 2003/2004. 3 Staterooms  
C.A. Mark Elliott 305.794.1167



**LADY LINDA** 187' (57M) Trinity 2012. 6 Staterooms  
C.A. Frank Grzeszczak 954.494.7096 or C.A. John F. Dane 228.223.7144



**STREAMLINE** 161' (49M) Mondo Marine 2009. 5 Staterooms  
C.A. Kevin Bonnie +33.616.39.1959



**DOMANI** 145' (44M) Benetti 2004. 5 Staterooms  
C.A. Mark Elliott 305.794.1167 or C.A. Frank Grzeszczak 954.494.7096



**GALILEE** 106' (32M) Westship/Westport 1995. 5 Staterooms  
C.A. Ron Morgenstern 954.309.9740 or C.A. Frank Grzeszczak 954.494.7096



**PARTY'S OVER** 80' (24M) Northstar 2006. 4 Staterooms  
C.A. Bob Anslow 561.248.5122

WorldMags .net



INTERNATIONAL  
YACHT COLLECTION

YACHT

SALES  
CHARTER  
MANAGEMENT  
CONSTRUCTION

- New Central Listing
- Price Reduction
- Also for Charter
- Not for Sale or Charter to U.S. residents while in U.S. waters

FT. LAUDERDALE 954.522.2323

PALM BEACH 561.844.2144

MONACO +377.97.98.24.24

NASSAU 242.363.4458

NEWPORT 401.849.0834

ST. MAARTEN +721.544.2515



[info@iyc.com](mailto:info@iyc.com) | [www.iyc.com](http://www.iyc.com)





INTERNATIONAL  
YACHT  
COLLECTION



WorldMags  
.net

CONTACT ONE OF OUR PROFESSIONAL CHARTER AGENTS

954.522.2323 charter@lyc.com



NOT OFFERED FOR CHARTER TO US RESIDENTS WHILE IN US WATERS



AVAILABLE FOR CHARTER

## SYCARA V

223' NOBISKRUG SLEEPS 12 IN 7 STATEROOMS

SUMMER: MEDITERRANEAN | WINTER: BAHAMAS/CARIBBEAN

RATE: FROM EURO 585,000 PER WEEK (PLUS EXPENSES)

Cruise  
privately on a  
luxury **yacht**  
charter today.



charter@lyc.com | www.lyc.com





© Yacht Harbour Island 180 (65M) Miami, USA

Travel the world privately on a luxury yacht today.



INTERNATIONAL  
YACHT COLLECTION

YACHT

SALES  
CHARTER  
MANAGEMENT  
CONSTRUCTION

954.522.2323 [www.iyc.com](http://www.iyc.com) [info@iyc.com](mailto:info@iyc.com)



WorldMags

# THE ULTIMATE BAHAMAS PACKAGE



[www.wheelsfleet.com](http://www.wheelsfleet.com)

CONTACT A PROFESSIONAL CHARTER BROKER TODAY!

## WHEELS/REEL WHEELS

164' TRINITY SLEEPS 12 IN 6 STATEROMS / 80' MERRITT SLEEPS 2 IN 1 STATEROOM

SUMMER: BAHAMAS | WINTER: BAHAMAS

RATE: FROM \$200,000 PER WEEK (PLUS EXPENSES)





WorldMags



LUXURY &  
ADVENTURE

[www.wheelsfleet.com](http://www.wheelsfleet.com)

CONTACT A PROFESSIONAL CHARTER BROKER TODAY!

**WHEELS 124'**

124' TRINITY SLEEPS 11 IN 5 STATEROOMS

SUMMER: BAHAMAS / FLORIDA | WINTER: BAHAMAS / FLORIDA

RATE: FROM \$70,000 PER WEEK (PLUS EXPENSES)



## SOVEREIGN

This 1993 (2008) is simply the best value 120' Baward on the market today. Unique accommodation for 12 guests in 6 cabins. Excellent charter record, very well maintained and ready to go!

Price: 2,495,000 USD (DUTY Paid). Central Agents for sale and charter.



## CUOR DI LEONE

Superb 50m (164') Benetti launched in 1999; recently completed a USD 4m refit in Italy including incredible interior finishes, total repaint, new generators; the list is extensive! Accommodation for 12 guests in 6 suites plus 12 crew maximizes her potential for private and charter use.

Price: 17,995,000 USD. Central Agents for sale and charter. Not for sale or charter to US residents while in US waters.

ZÜRICH (HEAD OFFICE)  
+41 44 390 25 75

ATHENS  
+30 210 984 0382

DÜSSELDORF  
+49 211 355 5444

LONDON  
+44 207 381 7600

NEW YORK  
+1 212 332 1118

ALBOURNE  
+44 1273 831010

AUCKLAND  
+64 9 358 3446

FORT LAUDERDALE  
+1 954 524 9366

MONACO  
+377 9770 3880

PALMA DE MALLORCA  
+34 971 404 412

ANTIBES  
+33 493 34 51 20

DUBAI  
+971 432 43327

GENEVA  
+41 22 908 02 51

MUMBAI  
+91 98202 29743

VIENNA  
+43 1 907 61 36

Fort Lauderdale  
San Diego  
Palma  
Newport  
Boston  
Hong Kong  
Singapore



NORTHROP  
& JOHNSON

Brokerage

Charter

Management

New Construction

Crew Placement

[northropandjohnson.com](http://northropandjohnson.com)

AVAILABLE FOR CHARTER



**OHANA** 154' (47m) :: Admiral :: 1998/2011 :: \$130,000 per week plus expenses  
Summer: New England :: Winter: Bahamas / Florida :: Fort Lauderdale :: +1 954 522 3344 :: [charter@northropandjohnson.com](mailto:charter@northropandjohnson.com)

AVAILABLE FOR CHARTER



**SHOGUN** 122' (37m) :: Flagship :: 1993/2005 :: \$69,000 per week plus expenses  
Summer: Alaska :: Winter: California / Mexico :: Fort Lauderdale :: +1 954 522 3344 :: [charter@northropandjohnson.com](mailto:charter@northropandjohnson.com)

Fort Lauderdale  
San Diego  
Palma  
Newport  
Boston  
Hong Kong  
Singapore



Brokerage

Charter

Management

New Construction

Crew Placement

[northropandjohnson.com](http://northropandjohnson.com)



**GALLANT LADY** 168' (51m) :: Feadship :: 2007 :: \$42,500,000

Kevin Merrigan :: Fort Lauderdale :: +1 954 522 3344 :: [kevin.merrigan@northropandjohnson.com](mailto:kevin.merrigan@northropandjohnson.com)



**JL. SEAGULL** 145' (44m) :: Benetti :: 2002/2011 :: €12,495,000

Wes Sanford :: Fort Lauderdale :: +1 954 522 3344 :: [wes.sanford@northropandjohnson.com](mailto:wes.sanford@northropandjohnson.com)



**SOVEREIGN** 130' (40m) :: Westport :: 2008 :: \$13,450,000

Kevin Merrigan :: Fort Lauderdale :: +1 954 522 3344 :: [kevin.merrigan@northropandjohnson.com](mailto:kevin.merrigan@northropandjohnson.com)



**AR-DE** 122' (37m) :: Burger :: 2002 :: \$10,900,000

Kevin Merrigan :: Fort Lauderdale :: +1 954 522 3344 :: [kevin.merrigan@northropandjohnson.com](mailto:kevin.merrigan@northropandjohnson.com)



**PRIVATE LIVES** 120' (37m) :: RMK Marine :: 2003 :: \$8,875,000

Chuck MacMahon :: Fort Lauderdale :: +1 954 522 3344 :: [chuck.mcmahon@northropandjohnson.com](mailto:chuck.mcmahon@northropandjohnson.com)



WorldYachts

The authority on yachting since 1949

NORTHROP  
&  
JOHNSON



**SOJOURN** 130' (40M) :: Gambol :: 1999/2007 :: \$7,900,000

Rick Weisenberger :: San Diego :: +1 714 745 6560 :: rick.weisenberger@northropandjohnson.com



**ONIKA** 110' (34m) :: Delta :: 1993/2004 :: \$4,750,000

Gregg Child :: Fort Lauderdale :: +1 954 522 3344 :: gregg.child@northropandjohnson.com



**SERENITY** 105' (32m) :: Burger :: 2001 :: \$6,995,000

Wes Sanford :: Fort Lauderdale :: +1 954 522 3344 :: wes.sanford@northropandjohnson.com



**LOCHIEL** 104' (32m) :: Garden/Alloy Yachts :: 1985/2010 :: \$3,300,000

Ann Avery :: Fort Lauderdale :: +1 954 522 3344 :: ann.avery@northropandjohnson.com



**ADVENTURER** 94' (28.6M) :: Burger :: 1985 :: \$1,595,000

Gregg Child :: Fort Lauderdale :: +1 954 522 3344 :: gregg.child@northropandjohnson.com



**ORION** 90' (27M) :: Catana :: 2008 :: \$4,900,000

Chuck MacMahon :: Fort Lauderdale :: +1 954 522 3344 :: chuck.mcmahon@northropandjohnson.com



**DYNASTY** 72' (22M) :: Dixon/Taswell :: 1996/2007 :: \$790,000

Ann Avery :: Fort Lauderdale :: +1 954 522 3344 :: ann.avery@northropandjohnson.com



**SAVVY** 64' (19.5M) :: Claesen Jachtbouw :: 1995/2011 :: \$1,250,000

Michael Nethersole :: Fort Lauderdale :: +1 954 522 3344 :: michael.nethersole@northropandjohnson.com



New Construction  
WESTPORT 164



New Construction  
WESTPORT 130



New Construction  
WESTPORT 112



New Construction  
WESTPORT 98



New Construction  
PACIFIC MARINER 85



Not for sale to U.S. residents while in U.S. waters  
114' Hatteras 1994 "LADY MONROE"  
Alex Rogers / Chris June, C.A.'s



112' Westport RPHMY 1999  
Andrew Miles, C.A.



112' Westport RPHMY 2000 "SEA BIRD"  
Mark Peck / Alex Rogers, C.A.'s



112' Westport RPHMY 2008 "ESTANCIA"  
Camm Moore, C.A.



106' Westport RPHMY 2004 "DULCINEA"  
Mike Williams / John Varga, C.A.'s

# WorldMags.net WESTPORT

SINCE 1964



105' Crescent 1994  
Camm Moore, C.A.



103' West Bay 2001  
Mark Pack, C.A.



100' Cheoy Lee 2007  
Alex Rogers / Andrew Miles, C.A.'s



98' West Bay 1997  
Andrew Miles / Bryan Long, C.A.'s



88' Terrab CPMY 2002  
Andrew Miles, C.A.



85' Broward 1982  
Chris June/Alex Rogers, C.A.'s



85' Pacific Mariner 2008  
Claude Racine, C.A.



85' Pacific Mariner 2008  
Chris June, C.A.



80' Lazzara 1998  
Mark Pack, C.A.



78' West Bay 2002  
Claude Racine, C.A.



77' Horizon MY 2008  
John Varga, C.A.



75' Symbol 2008  
Chris June, C.A.



75' Sunseeker Manhattan 2006  
Ralph Raulin, C.A.



74' Ocean Alexander 2007  
Andrew Miles, C.A.



74' Hettaras 1999  
Alex Rogers, C.A.



WorldMags<sup>.net</sup>

954.316.6364

2957 STATE ROAD 84, FORT LAUDERDALE, FL 33312

INFO@WESTPORTYACHTSALES.COM • WWW.WESTPORTYACHTS.COM



**40M WESTPORT TRI-DECK MOTORYACHT 2009 "MISS MICHELLE"**

Contact Central Listing Agent Claude Racine

954-648-9498 [cracine@westportyachtsales.com](mailto:cracine@westportyachtsales.com)



**103' WEST BAY 2001 "MOON RIVER"**

Contact Central Listing Agent Mark Peck

954-224-1351 [mpeck@westportyachtsales.com](mailto:mpeck@westportyachtsales.com)



**112' WESTPORT 2000 "SEA BIRD"**

[WWW.WESTPORTYACHTS.COM](http://WWW.WESTPORTYACHTS.COM)



# WorldMags

## Your Adventure Awaits

Choose your worldly destination and arrive in style

**COPASETIC** embodies an exceptional combination of luxury, comfort, endurance and seaworthiness on any ocean. Commissioned by an expert yachtsman, she was built with uncompromising standards from the initial hull design to the finest interior detail including five spacious staterooms, a gym and owner's deck with private sitting room and outside deck. There is a separate pilothouse deck with navigation office and captain's quarters, a top deck hot tub, bar and sundeck complete with hammocks shaded by a fixed hard top. Additional specifications include 3508B Caterpillar engines with five year extended warranty, 5000-gpd water maker, Quantum hydraulics with at-anchor, active fin stabilization, fully compliant GMDSS station, 20,000 gallons of fuel capacity, 10,000 gallons of ballast water capacity, keel coolers, two 99KW generators. An array of tenders include a diesel powered 32' SeaVee and 22' Nautica diesel jet tender. A Palfinger knuckle

boom crane and single point pick-ups on tenders facilitate simple, rapid deployment. Fully equipped flybridge helm with redundant electronics and hard top. Maintained to the highest standards, COPASETIC is a totally functional, luxuriously appointed, reliable and capable, long range yacht designed to support an array of tenders and operate independently for extended periods.

LOA: 141' (43.0m)  
Year: 2006  
Beam: 31' (9.4m)  
Builder: Hike Metal Products and Shipbuilding LTD  
Draft: 7'7" (2.3m)  
Speed: 12-13 knots  
Type: Expedition Yacht

Price: \$19,900,000  
Flag: Cayman Islands  
ABS Maltese Cross A1 AMS  
Commercial Yachting Service,  
Unrestricted; MCA LY2 Compliant;  
ABS Five Year Survey passed  
September 2011



Please contact Central Agent BEN SNEAD at (252) 675-5555

**EXPEDITION YACHTS INTERNATIONAL**

[www.expeditionyachts.com](http://www.expeditionyachts.com)



# WorldMags



**INMOCEAN** | 2008 41M (135')  
**FITZROY YACHTS** | CLASSIC SLOOP  
\$13,500,000

Finalist for 2009 World Superyacht Award & 2009 Int'l Superyacht Design Award, Excellent condition, unsurpassed world class quality by Dubois Naval Architects & Adam Lay Studio Interior, built to Lloyd's & MCA LY2 standards

**ALEX G CLARKE** | +1 203 722 3047  
**ALEX@DENISONYACHTSALES.COM**



**MCY 76'** | 2010 23M (76')  
**MONTE CARLO YACHTS** | MOTOR YACHT  
CALL FOR PRICING

The most awarded yacht ever comes to America! The Monte Carlo Yachts 76' is a monument to timeless style. A design meant to be simultaneously striking and lasting, the 76' boasts innovative technical detail as well as a marriage of form and functionality.

**JUSTIN ONOFRIETTI** | +1 954 770 5281  
**JUSTIN@DENISONYACHTSALES.COM**

**FORT LAUDERDALE**

+1 954.763.3971

**L.A. / MARINA DEL REY**

+1 310.821.5883

**NEW ENGLAND**

+1 860.883.4904

**MICHIGAN**

+1 313.506.7883

**MEXICO**

+52 1322.294.2510

**YACHT CHARTER**

+1 954.401.7837

**MARY ALICE II | 2002/11 39M (130')**

**WESTPORT | TRI-DECK YACHT**

**\$9,900,000**

*Mary Alice II* is a stunning example of what pride in ownership and a top notch crew can achieve given experience and a proper budget. Refit in 2011, simply beautiful in every detail from cosmetics to over \$1.5million dollars of upgraded systems including her zero speed stabilizers.

**BOB CROW | +1 954 232 6389**  
**BOBCROW@DENISONYACHTSALES.COM**



**PATRIOT | 1987/07 26M (87')**

**FEADSHIP | GENTLEMEN'S SPORT YACHT**

**RECENT \$1,000,000 REDUCTION.**

**CALL FOR DETAILS**

*Patriot* is the finest representation of a custom built Feadship on today's market! Owned by a pedigree yachtsman and maintained by one of the industry's top captains, *Patriot* is the pinnacle of what a Gentlemen's Sport Yacht should be!

**JUSTIN ONOFRIETTI | +1 954 770 5281**  
**JUSTIN@DENISONYACHTSALES.COM**



**WWW.DENISONYACHTSALES.COM**



151' TACOMA 1993/2008

Dean Young: 561-301-7031



GAMEFISHERMAN 100' - 180'  
We will build to your specs.

Michael Matiack: 772-285-5157



108' BROWARD 1995

Lon McCloskey: 561-758-2626



102' FALCON 2006

Charles Bickle: 954-205-4383



95' HORIZON 2007

Dean Young: 561-301-7031



84' McMULLEN & WING 2005

Lon McCloskey: 561-758-2626



82' HORIZON CPM/Y 2006

Larry Masterman: 561-371-5090



80' OCEAN ALEXANDER CPHM/Y 2007

Yolanda Phinney, CPYB: 954-648-4264



62' MCKINNA SPORT YACHT 2009

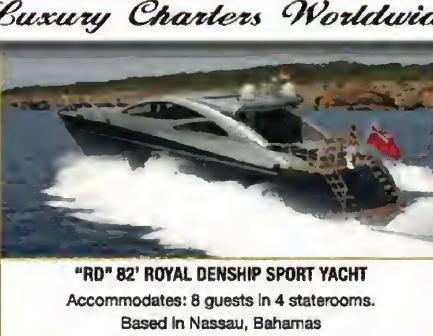
Bill Snyder: 561-371-4161

*Luxury Charters Worldwide*



"LADY BEE" 142' CHRISTENSEN MOTORYACHT

Accommodates: 12 guests in 6 staterooms.  
Fall/Winter 2011/2012 - Caribbean



"RD" 82' ROYAL DENSHIP SPORT YACHT

Accommodates: 8 guests in 4 staterooms.  
Based in Nassau, Bahamas



"ISLAND GIRL" 75' HATTERAS SPORTDECK MOTORYACHT

Accommodates: 6 guests in 3 staterooms.  
Fall/Winter 2011/2012 - Florida/Bahamas/Caribbean

[www.marinegroup.com](http://www.marinegroup.com)



**HORIZON**  
Preferred Partner

PALM BEACH: (561) 627-9500

FT. LAUDERDALE: (954) 463-4300



Worldwide Yacht Sales | Yacht Charters | New Yacht Construction



130' Yachtfisherman – Fish and cruise the world in comfort and style – Reduced to \$17,900,000!

106' Burger – Classic Burger motoryacht recently refitted. Excellent condition. Reduced to \$949,500!

To see more details about these and all other yachts around the globe, please visit our website below.

78' Buddy Davis - 4 stateroom + crew, enclosed bridge. Reduced to \$2,500,000!



1.855.266.5676 | 954.684.0218 | [info@curtisstokes.net](mailto:info@curtisstokes.net)

**[www.curtisstokes.net](http://www.curtisstokes.net)**





## Craig Lamm

His childhood dream was to own a Burger boat. He achieved this and then some, with his yacht fleet swelling to 10, consisting mainly of classics. An eccentric and passionate yachtsman, Craig Lamm splits his time between living aboard a Burger in Florida and a Chris-Craft in Michigan. While he hasn't lived on dry land for four-plus years, it's his charity work that keeps him grounded. INTERVIEW BY RISA MERL

**Hometown/Age:** Fort Lauderdale, Florida, and Detroit, Michigan/55

**Profession:** Retail insurance

**First boat:** In 1969, I bought a 1961 16-foot boat with \$800 from my Bar Mitzvah money.

**Current yachts:** 1986 87-foot Burger *Shepsi X*, 1985 54-foot Bertram sportfish *Shepsi's Interim*, 1968 31-foot Chris-Craft Commander *Shepsi Glassic*, 2006 38-foot Fountain sportfish *Bite My Shepsi*—all of which I keep in Fort Lauderdale. The rest are in Detroit: 1955 53-foot Chris-Craft Conqueror *Shepsi V11*, 1956 33-foot Chris-Craft Futura *Shepsi & I*, 1955 20-foot Chris-Craft

**Continental Shepsi,** 1930 12-foot Wagemaker Wolverine *Shepslette*, 1991 44-foot Sea Ray Sundancer *Bite Me* and a 1986 23-foot Wellcraft *Nova Knot Shepsi*.

**What's in a name?** Shepsi means "little lamb" in Hebrew. I name all my boats that because my name is Lamm.

**Favorite cruising grounds?** In the summer, it's Northern Michigan—Little Traverse Bay, Bay Harbor and Harbor Springs. That's God's country; you can see the minnows and ripples in the sand 30 feet down. Nothing better than freshwater!

**Favorite port?** It depends on the

season. In The Bahamas, tying up at Atlantis is so beautiful. Bay Harbor and Harbor Springs, Michigan, are favorites.

**Most memorable yachting experience?** Anchored off the reef in Belize, 30 miles offshore and being in only 15 feet of water. And, the first time I ever cruised through the night, going to Isla Mujeres, Mexico.

**Favorite boating companion?** I love boating with my sons, Shane and Shawn. As Shawn got older, I bought him boats so I wouldn't lose him to his friends, and he wants my classic 53-foot Chris-Craft when I pass—it's going to be a legacy boat! Also, my girlfriend, Iris. She can tie up an entire boat, fix the A/C, make a GPS log, and she's learning how to run the boat. I mean, that's foreplay!

**Boat on your wish list?** I want to travel the world on a 150-foot mid-1980s Feadship.

**First job?** Cutting grass and undercutting landscapers by five dollars a month. Then I started washing boats, covered the entire Chicago lakefront, and when I went into the insurance business, all my boat customers became insurance customers.

**What would people be surprised to know about you?** That I have a tender side

**Favorite charity?** Jewish Family Service of Broward County. We feed Holocaust survivors who are homebound. When I first got involved, the food used to last for three days, now what we give can last for almost three weeks. And it's not just writing a check, I buy the stuff, help them stock inventory and pack bags.

**Favorite music to cruise to?** Louis Prima "I'm just a gigolo..." and Gershwin

**Last impulsive purchase?** My Mercedes-Benz S63 AMG

**Secret to your success?** Diligence

**Last book read?** *Saving Israel* by Daniel Gordis

**Drink of choice?** I don't drink. I think I'm the only boater who doesn't drink. I'm a cigar man, anything Cuban.

**Favorite sport?** Miami Heat basketball

**If you had a pass at another career what would it be?** A girl's parents wouldn't let me marry their daughter unless I went into insurance. I would've continued washing boats! It was cash, and I had no responsibilities.

**Life lesson learned?** You can do anything if you really want to.

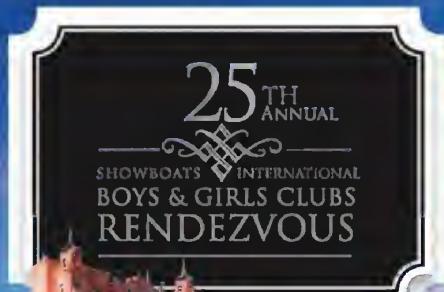
**What do you obsess about?** Cleanliness

**Any hobbies?** I'm living it! I've got no dirt under my feet. Wherever I am, I'm home.

**Do you have any heroes?** My grandfather Sam Hoffman. My grandpa wasn't successfully wealthy—he achieved one thing in life that I always aspired to: everybody liked him and he never had a bad word to say about anybody. I learned unconditional love from my grandparents. I'm half the man he is.

**Your last meal would be?** It has to be my Aunt Anne's brisket and kugel. ■

# COME CELEBRATE OUR 25<sup>TH</sup> ANNIVERSARY AT ATLANTIS



STAY ON YOUR YACHT OR AT THE RESORT  
**NOVEMBER 8-11, 2012**  
PARADISE ISLAND, BAHAMAS

© FOREST JOHNSON (BOTTOM LEFT);  
© BUGSY GEDLER (BOTTOM CENTER)



YACHT HOP UNDER THE STARS COCKTAIL AND DINNER PARTIES CELEBRITY ENTERTAINMENT

[www.yachtrendezvous.com](http://www.yachtrendezvous.com)

Event accommodations offered at a special rate; dockage at no charge.

For more information on how to attend Showboats International Boys & Girls Clubs Rendezvous  
Please contact: Kerry Becker, Director of Corporate Events Phone: 954-537-1010 ext. 220 Email: [kbecker@bgcbc.org](mailto:kbecker@bgcbc.org)

W164 | EXCEPTIONAL STANDARDS



**WESTPORT**  
SINCE 1964



W98

W112

W130

W164

FORT LAUDERDALE (954) 316-6364 • SEATTLE (206) 298-3360 • [WWW.WESTPORTYACHTS.COM](http://WWW.WESTPORTYACHTS.COM)